

TRANSPORTATION & PUBLIC SPACE PLANNING AND ENGINEERING CONTINUING SERVICES

CITY OF FORT LAUDERDALE

RFQ #502

Prepared By: **The Street Plans Collaborative, Inc.**

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STREETPLANS

MIAMI ATLANTA NEW YORK

RFQ #502

CAM #26-0554

Exhibit 12

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WE WANT TO WORK WITH YOU!

October 1st, 2025

City of Fort Lauderdale
Procurement Services Division
101 NE 3rd Avenue, Suite 1650
Fort Lauderdale, FL 33301

STREETPLANS

Dear Evaluation Committee,

Street Plans is excited to submit our qualifications for Transportation and Public Spaces Planning & Engineering Services with the City of Fort Lauderdale. We are a South Florida team that makes streets safer, easier, and more enjoyable for everyday trips. For twenty years we have turned ideas into drawings, drawings into projects, and projects into results you can see on the ground.

So much of this work is about engaging with like-minded clients who want to make a long lasting change in their cities. You'll see from our qualifications that we foster long term partnerships with cities that are considered leaders in advancing transportation goals. We see in Ft. Lauderdale a partner with whom we have a shared set of mobility values. Your work to date shows that you are trying to make your streets safer for people walking, biking and taking transit. We feel that our combination of national expertise and local knowledge will help you get to the next level.

Our edge is people and process. Street Plans pairs a tight in-house crew with a team of exceptional sub-consultants, combining planning, urban design, and Florida-licensed traffic and transportation engineering. We've assembled an exceptional team including nationally recognized experts in smart cities and transit, **TY Lin**, and local engineers **EXP**, pair engineering know-how with a deep understanding of safe streets best practices. Not to mention, that several of our key team members are Ft. Lauderdale residents!

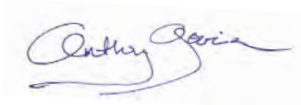
Our team knows how to navigate local permitting, maintenance of traffic, procurement, and field changes that keep work moving on time and on budget. Resilience is baked in from day one. Every concept accounts for drainage, durable materials, maintenance, and life cycle so improvements last and perform. We are Florida-based and DBE-certified, which helps the City meet inclusion goals while adding capacity.

The pages ahead cover our qualifications, team, experience, and approach tuned to Fort Lauderdale's network and timelines. We are local, hands-on, and ready to help deliver safer corridors, vibrant downtown streets, welcoming neighborhoods, and great public spaces.

From first sketch to ribbon cutting, Cities come to us again and again to help them plan their networks and move from concept to installation, quickly. Our South Florida portfolio shows that even in a suburban environment, we can make strides in street safety. We have a ready playbook for Fort Lauderdale streets and public spaces- let's get started!

Thank you for your consideration.

In partnership,



Tony Garcia | Principal | Street Plans
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**TAB 1:
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Pilot crosswalk implemented as part of the Peachtree Shared Space Project. After its install, the average number of pedestrians on this segment of Peachtree Street in Downtown Atlanta increased 27% during morning and evening peak hours.

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**TAB 2:
EXECUTIVE SUMMARY**

Executive Summary

We're not like other engineering firms you've worked with! Our focus is not about moving cars quickly, but about making sure our streets are safe, comfortable and convenient for people walking, biking and taking transit. Street Plans was founded to fill the need in the market for a transportation engineering firm that focuses on people first. That's who we are and why clients return to us again and again.

We are widely recognized for our outcome-focused multimodal planning and design that moves cleanly from idea to implementation. Our headquarters in Miami will lead work on this project, with support from staff from our satellite offices around the country.

How We've Addressed the Core Tasks

Any number of firms can handle the scope you've identified. What sets our team apart is that we see traffic engineering through the lens of streets as public spaces. That core design ethic influences every aspect of our work. It is also why we've assembled a bench of subconsultants that include TYLin, EXP, M.G. Vera, Walker Consultants, and Quality Counts. Together we cover planning, engineering, surveying, parking management and technology, traffic data collection, and delivery support without gaps.

Our proposal is organized around the City's scope so plans move rapidly from ideas to installation and evaluation. In **Task 1, Transportation Planning and Analysis**, Street Plans will lead multimodal corridor and neighborhood master plans and Vision Zero and Safe System program planning. The TYLin team, led by Carlos Cruz Casas, PE will lead transit planning, including new route planning, capacity analysis, business plan and pro-forma development, and connected vehicle and smart technology planning. With two decades experience with agencies around Florida, Carlos provides the best mix of agency insider knowledge with national Smart Cities experience.

For Support Services related to planning, EXP will lead on transportation engineering studies and analytics. Jesus Fuentes, PE, will lead the EXP team. A Ft. Lauderdale resident, he is deeply engaged with transportation planning around South Florida.



Rendering by Street Plans for Friends of the BQX Visualizations showing a mix of light rail, greenway, and placemaking components.

For all traffic count needs, Quality Counts will provide traffic counting and multimodal data collection, including their cutting edge near-miss analysis.

In **Task 2, Community Outreach**, Street Plans will lead all tasks to develop and deliver engagement plans, creative corridor-based activities, intercept and rider surveys, and accessible visual materials across in-person and virtual channels with clear You Said/We Did accountability so feedback directly shapes design. Our use of innovative outreach methods frequently become industry standard.

For **Task 3, Transportation Engineering and Technology**, Street Plans will lead general transportation and traffic engineering, safety-first street and intersection design, bicycle and pedestrian facility design, and Tactical Urbanism concept development. TYLin will lead traffic signal operations and design and bus and transit facility design. EXP will lead macro and micro simulation to validate alternatives and operations, Maintenance of Traffic plans.

As part of this task, Street Plans will lead Roadway Safety Audits, provides multimodal LOS and network gap analysis, grant application assistance, and Engineer's Cost Estimates with targeted support from EXP and TYLin where it strengthens the work. In particular, our work on Street, intersection, roadway safety, pavement marking, signage, bicycle and pedestrian design is nationally recognized, as you'll see in our qualifications.

For Support Services related to engineering, M.G. Vera leads survey and mapping, point excavation and utility designation, and photogrammetry and remote sensing, and also provides geotechnical and construction materials testing, while EXP leads environmental engineering and permitting support.

Finally, **Task 4, Parking Management and Technology**, will be led by Walker Consultants, including planning and financial feasibility, demand management and pricing, shared parking, rate and revenue strategy, technology modernization, and facility analysis and design including lighting, wayfinding, EV charging, and security.

Who You'll Be Working With

The core Street Plans team is made of senior level transportation planners and engineers with hands-on experience in both the public and private sectors. Tony Garcia, who has led major transportation planning and on-call efforts around South Florida, will serve as lead Project Manager and Principal-in-Charge. Tony will be supported by Dana Wall as deputy Project Manager, Senior Traffic Engineer Tommy Isola, PE, and Project Planners Amalia Tomey and Catalina Ruiz. Mike Lydon, will serve as Advising Principal with QA/QC oversight and John Gonzalez will serve as Deputy Project Manager for public space task-specific assignments. Bette Maloy serves as Deputy Project Manager for landscape and urban design task-specific assignments. Each and every member of our team has deep ties to South Florida, with direct experience across Broward, Miami-Dade, and Palm Beach counties.

Why Us?

- We are recognized as the national leaders in **safe street planning, design and execution**.
- We invented the **Tactical Urbanism and Quick-Build methodologies** and have been using them for the past 20 years to help cities achieve mobility goals.
- We are the only firm to help a client city achieve **Vision Zero**. We want to work with you to get there!
- We are tapped into national conversations around best practices, new technologies and standards that we can bring to support Ft. Lauderdale.
- Our team's South Florida experience and current on-call roles mean we know the operating environment, the agencies, and the pathways to delivery to get things done.

**TAB 3:
FIRM QUALIFICATIONS AND EXPERIENCE**

STREETPLANS

1) Legal status (corporation, partnership, LLC) and Florida registration

The Street Plans Collaborative, Inc. (FEIN: 27-216-3948) is a for-profit corporation established in the State of Florida on 3/22/2010. (Document# P10000025044)

Address: 6815 SW 57 Terrace, Miami, Florida, 33143

Contact Person: Tony Garcia, Principal

Phone Number: 305-978-6426

Email Address: tony@streetplans.org

2) Licenses, certifications, and insurance

Street Plans is a licensed engineering firm prequalified by FDOT for services estimated up to \$500,000.00 in the following work types:

- 3.1 - Minor Highway Design
- 6.1 - Traffic Engineering Studies
- 7.1 - Signing, Pavement Marking and Channelization
- 14.0 - Architect Services
-

We are also DBE-certified under the Florida Unified Certification Program for USDOT Federal Aid projects statewide.

Street Plans maintains industry-standard insurance and will adjust limits as required to comply with the City's specifications, including professional liability at \$2,000,000. A sample COI appears in Tab 9 (Required Forms).

3) Years of Relevant Professional Experience

Street Plans has provided exceptional service directly relevant to the City of Fort Lauderdale for 16 years as a firm, with principals bringing 20 years of experience each.

4) Firm size, management/technical/support staff

Our team is comprised of 15 total staff (14 technical, 1 support). We employ senior planners, designers, one Florida-licensed Architect, one Florida-licensed PE/PTOE, one CNU-A accredited professional, and a Georgia-licensed Professional Landscape Architect

5) Sustainable business practices and initiatives

Sustainability is not an add-on. It is the organizing principle for how we operate and how we design, engineer, and deliver projects. We focus on two lenses: shrinking our internal footprint and delivering measurable project outcomes that advance climate, resilience, and equity goals.

We work virtual first and travel only when it adds value. When travel is needed, we bundle site work and meetings, favor transit and rail, carpool, and avoid single-occupant rentals. Cloud workflows cut printing; offices are equipped with LEDs and smart controls; and recycled or 100% recyclable paper is used when printing is required. We use certified e-waste recyclers, limit single-use plastics in studios and on job sites, and prioritize local vendors to reduce transport emissions. Our commute policy supports transit stipends, secure bike storage where available, and flexible schedules. We track

our team’s energy use and project travel with reduction targets. Because our work often moves from pilot to permanent, we treat materials as assets. We standardize on reusable modular curbing, delineators, and planters; specify hardware that survives redeployment; and maintain a catalog so components can be re-used across corridors. Where coatings are appropriate, we prioritize low-VOC options and durable MMA or thermoplastic chosen to minimize total life-cycle impacts. We favor recycled content where performance is maintained. For temporary traffic control, we rent equipment and use standardized signage if unavailable from the city. After pilots, we salvage and re-home assets to the City or community partners.

At Street Plans, safety and sustainability go hand in hand. Our street and public-space designs target mode shift and safety while addressing heat, flooding, and public health. Typical scopes include shade audits and canopy targets, native and drought-tolerant plantings, permeable surfaces where feasible, and curb extensions that double as green infrastructure. In coastal Florida we specify corrosion-resistant hardware, fixtures and coatings that withstand sun and salt, and details that can be disassembled before storms and reinstalled after. We also track material re-use rates, maintenance cycles, and disposal, with a bias toward redeployment.

Documentation can be organized against Envision v3 categories to support the City’s reporting needs.

Our maintenance of traffic and phasing plans aim to minimize detours, keep transit moving, and preserve safe walking and biking during buildout. We coordinate delivery windows to avoid peak congestion, ask contractors to follow anti-idling policies, and sequence work so temporary materials are re-used from zone to zone. Permanent details are selected for long service life and in-place repair. Plan sets include basic operations and maintenance notes to support durable performance with minimal waste. Engagement is multilingual and accessible, with events in transit-reachable locations and co-design that reduces rework and increases use. We seek local and DBE suppliers when feasible to grow regional capacity for the improvements the City aims to scale.

Street Plans’ sustainable practice is pragmatic and verifiable. We reduce travel, re-purpose materials, and design for shade, stormwater, and safety. We maintain access during construction, measure outcomes, and publish results. We have consistently found this approach lowers life-cycle costs, delivers block-level climate and health benefits, and creates a replicable model the City can extend across corridors and neighborhoods.

NE 13th Street Intersection



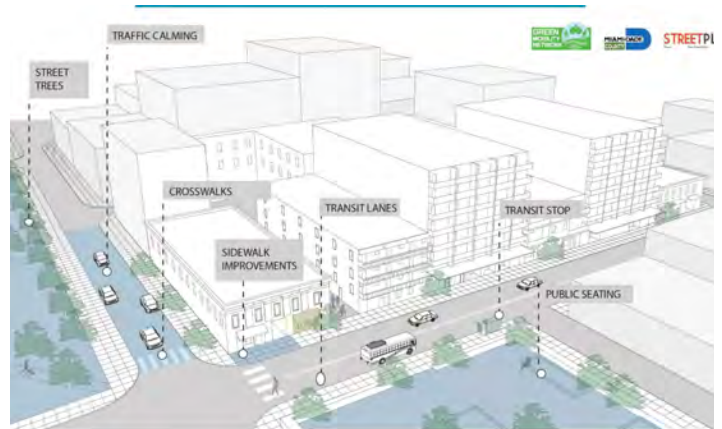
Above: Street Plans’ improvements to the intersection at NE 13th Street was part of a two-phase BTactical Complete Streets project in Fort Lauderdale and Deerfield Beach.

ABOUT OUR FIRM

Street Plans is an award-winning transportation planning, urban design, and placemaking practice. Founded in 2009, we believe that the key to building great towns and cities requires the creation of active, safe, and human-scale streets and public spaces. Our approach integrates design, engineering, and programming to help communities achieve their social, economic, and mobility goals. We partner with local, regional, state, and national governments; not-for-profit organizations; foundations, and private sector clients to build better streets and better places – quickly.

Street Plans is globally renowned as both the founder and leading practitioner of Tactical Urbanism, an action-oriented approach to neighborhood transformation through short-term, cost-effective interventions that catalyze long-term change. As pioneers of this “Plan by Doing” methodology, we collaborate with communities to evaluate and learn from project performance. We currently serve as on-call transportation planning consultants for Broward County and West Palm Beach, and nationally we are on-call with cities as far ranging as Somerville, MA; Jersey City, NJ; and Tucson, AZ.

Street Plans is minority-owned business with hubs in New York City, Miami, Atlanta, Chattanooga, Pittsburgh, and the San Francisco Bay Area. DBE-certified in over 25 states, our team delivers groundbreaking transportation, urban design, and placemaking projects nationwide.



Street Plans has strong expertise in integrating placemaking and mobility with broader land use, urban design, public engagement, and comprehensive planning goals. A central part of our methodology is a focus on short-term implementation we call Tactical Urbanism. We integrate this methodology across our diverse core services areas based on each project's needs and goals.

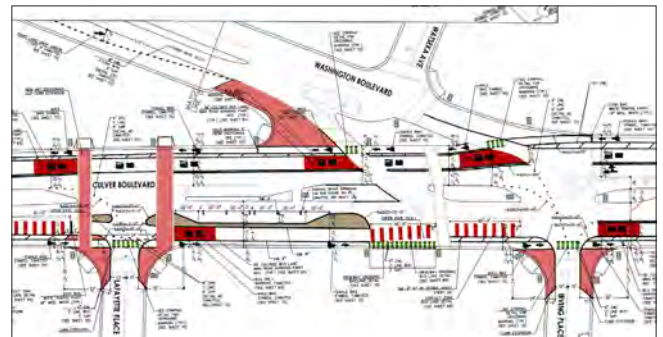


CORE PRACTICE AREAS

Street Plans' work is grounded in three core practice areas: Transportation Planning & Engineering, Placemaking, and Urban Design. Across these three practice areas, we provide integrated services that combine public engagement, policy development, and implementation. From corridor redesigns to public space activations, our work bridges long-term vision with real-world delivery.

TRANSPORTATION PLANNING + ENGINEERING

From crosswalks to protected bike lanes, we are leading experts in creating transportation plans aimed at expanding the transportation options available to people. Our approach to near-term implementation is used by communities around the world to get infrastructure built now. We work at every scale, from network-wide bicycle and pedestrian planning to corridor-specific re-stripping and signage plans.



PLACEMAKING + ENGAGEMENT

Our placemaking work brings strategy to life through authentic community partnerships and rapid implementation. We help clients develop and implement placemaking projects, and work closely with them strategize and plan for public space funding, management, and maintenance. From asphalt art to plaza activations and temporary pop-ups, we design and deliver impactful projects with a focus on sustainability.



URBAN DESIGN

Our urban design work centers around the creation of active and vibrant streets and public places. We deliver everything from streetscape design and corridor master plans to temporary pilot projects that inform long-term transformation. We also produce public space assessments, best practices, and demonstration designs to help communities visualize what's possible.

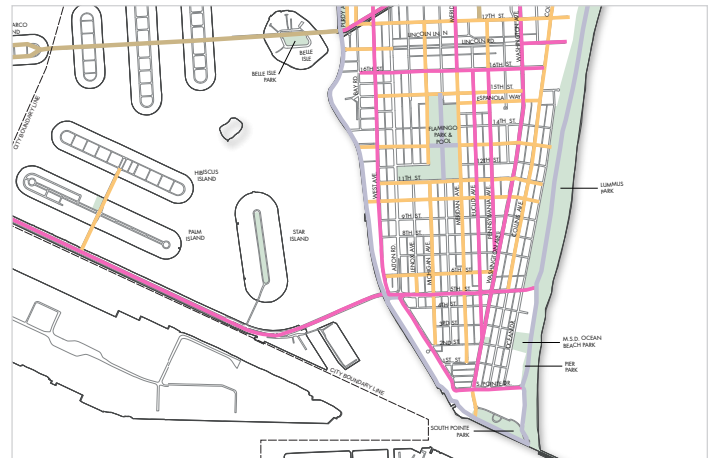


MULTIMODAL PLANNING & SAFETY

Street Plans is nationally recognized for its innovative and implementation-focused approach to multimodal planning. We specialize in turning multimodal visions into actionable, near-term improvements that serve as building blocks for long-term change. By combining design fluency, on-the-ground implementation experience, and inclusive engagement strategies, we help jurisdictions create plans that are visionary, feasible, and ready to deliver. Our approach bridges policy, community input, and engineering know-how to create context-sensitive strategies grounded in real-world conditions.

Corridor and Network-Level Planning

We have delivered corridor and city-wide network plans in cities around the country, from Miami Beach to Maine. We prepare feasibility studies, conceptual plans, and multimodal strategies that balance safety, operational, and other needs. Our audit-based methodology combines fieldwork, crash data analysis, and stakeholder input to shape project scopes aligned with FDOT, MUTCD, and ADA standards. In Fort Lauderdale, we designed and delivered a pilot safety project that reduced speeding by over 50% within the first month.



Infrastructure Gap Analysis

We conduct infrastructure gap analyses to identify where sidewalk, crosswalk, bikeway, ADA, and traffic calming elements are missing or deficient. We map these gaps against land use, access needs, crash history, and community feedback to guide project phasing and scope refinement. For example, our work on the Miami Beach Bicycle & Pedestrian Master Plan included a project selection framework that informed implementation across the city. This approach supports communities like Fort Lauderdale in prioritizing needs while preparing projects for funding and construction.



Enhancing Street-Level Safety & Walkability

Our team has extensive experience designing traffic calming, walkability, and bikeway improvements for small and mid-sized coastal communities. We've delivered curb extensions, speed cushions, crosswalk upgrades, and safety-focused design elements that can be implemented quickly and scaled over time. In our Key West Crosstown Greenway pilot, chicanes, sharrows, and crossbike markings shifted mode share and improved safety along the corridor. These strategies are especially suited to walkable, high-foot-traffic destinations like downtown Fort Lauderdale and Las Olas Blvd.



QUICK-BUILD DESIGN & ENGINEERING

Street Plans is the nation's most experienced firm focused on Quick-Build transportation planning, design, and implementation. We pioneered this approach to accelerate safety, mobility, and public space improvements, and have helped cities and agencies across the country adopt Quick-Build as a core project delivery tool. Our work spans the full arc of implementation—from block-level concepts and striping plans to cost estimating, permit documentation, and installation support. We've authored key guides and supported over 100 Quick-Build projects nationwide.

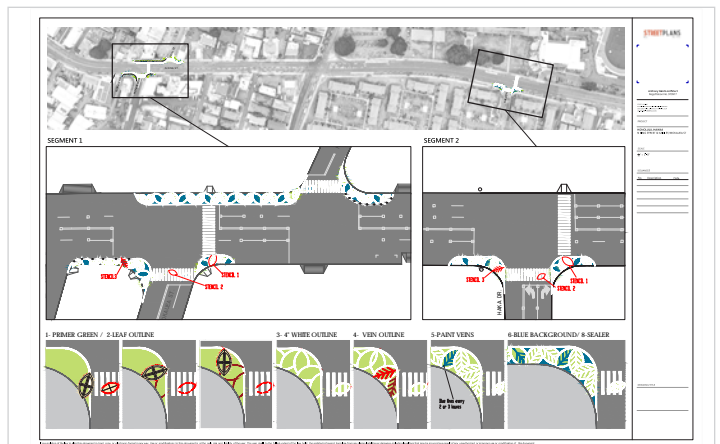
Tactical Concept Design & Visualization

We develop clear, accessible, and block-by-block conceptual designs that reflect field conditions and stakeholder feedback. Our visualizations help jurisdictions communicate with elected officials, engage residents, and test alternatives before committing to capital investment. Each design is grounded in implementability, with attention to traffic operations, modal conflict, emergency access, and materials selection.



PS&E and Engineering Documentation

We routinely develop base maps, preliminary layouts, and scaled, permit-ready drawing sets for Quick-Build and semi-permanent projects. Our team is fluent in NACTO, FDOT, FHWA, MUTCD, and ADA design standards. We have delivered 30/60/90% plans, cost estimates, and construction staging documents, and coordinate closely with engineers of record to ensure compliance. Notable work includes engineering and documentation support for the City of Miami Beach under our long-standing on-call contract.



Construction Support & Field Implementation

Street Plans provides hands-on implementation support to ensure projects are delivered as intended. We participate in pre-construction conferences, review submittals, and provide installation plans, vendor training, and site coordination. In dozens of Quick-Build projects from Florida to California, our team has overseen tactical installations and led post-build evaluations to inform permanent up-grades. We tailor our support to match the city's capacity and constraints, ensuring a streamlined, low-risk process from delivery to debrief.



SOUTH FLORIDA ON-CALL EXPERTISE

Street Plans brings over 15 years of experience delivering planning, design, and implementation services across South Florida through on-call and task order contracts. Among our clients are the City of Miami Beach, Broward MPO, City of West Palm Beach, and most recently Hillsborough County TPO. Street Plans' roots in South Florida provide our clients with a unique advantage: an experienced team deeply familiar with Florida's regulatory environment, an understanding of the unique mobility needs of coastal and tourism-driven communities like Fort Lauderdale, and a proven ability to coordinate across agencies while delivering responsive, implementable solutions.

Agency Coordination & Permitting Experience

Street Plans has extensive experience working with South Florida regulatory agencies, including FDOT districts, county transportation and public works departments, and municipal planning offices. Our team is well-versed in the permitting pathways, technical standards, and multi-agency review processes needed to advance projects efficiently from concept to approval. We have provided documentation and design review for a range of improvements, including vertical and horizontal delineation, quick-build safety infrastructure, and transit-supportive treatments—with a focus on feasibility, clarity, and implementation.

Implementation-Focused Design & Engagement

Our on-call projects consistently emphasize implementation-readiness and local relevance. In Hillsborough County, we designed a corridor concept plan for safety improvements along South 78th Street in Palm River. Work included site visits, a public visioning workshop, and the creation of base maps, cross-sections, and conceptual drawings for curb extensions, protected bike lanes, and crosswalk upgrades. Similar scopes for Miami Beach and Broward MPO have included striping plans, phased design sets, budget-aligned materials sourcing, and small-scale implementation logistics—delivered with strong public engagement and field-tested feasibility.

Proven On-Call Partner to Coastal, Tourist-Oriented Communities

Coastal cities must balance mobility, tourism-driven economies, environmental concerns and vulnerability to extreme weather. Our projects in Miami Beach, Key West, Deerfield Beach, Ft. Lauderdale, and elsewhere have equipped us to design pedestrian, bicycle, and transit improvements suited to high-foot-traffic, high-visitor areas with seasonal fluctuations. We deliver traffic calming measures, bike lanes, and Complete Streets upgrades tailored to South Florida's unique environmental context, such as stormwater management needs.

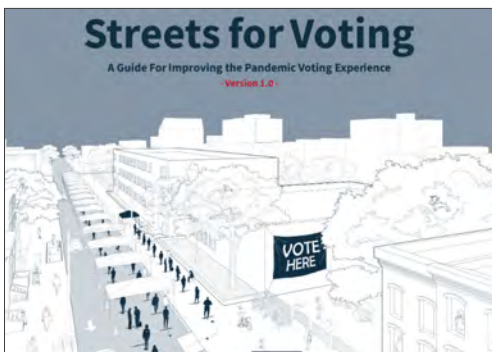


THOUGHT LEADERSHIP

Street Plans is internationally recognized as the pioneer of Tactical Urbanism—a movement that has transformed the way cities approach public space, mobility, and community engagement. From coining the term to authoring every major publication on the subject, our team has shaped a global conversation around short-term, low-cost, and scalable interventions that catalyze long-term change.

Through books, guides, and field manuals, our publications have shaped policy, inspired grassroots action, and helped cities around the world rethink how they design for people. The covers below represent the depth and influence of our thought leadership—resources that continue to drive innovation in planning, transportation, and urban design.

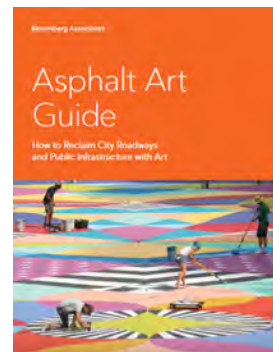
SELECT PUBLICATIONS



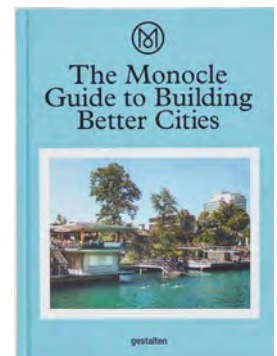
Streets for Voting (2020)



Streets for Pandemic Response & Recovery (2020)



Asphalt Art Guide (2019)



The Monocle Guide to Building Better Cities (2018)



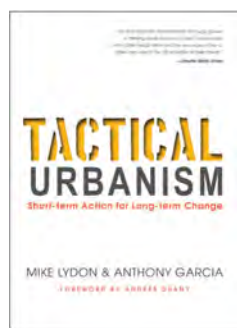
Fast-Tracked: A Tactical Transit Study (2019)



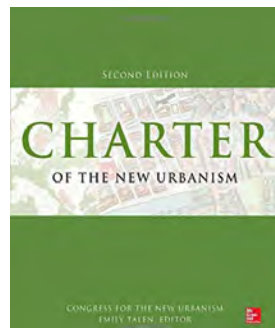
Tactical Urbanist's Guide to Materials and Design (2016)



Public Space Stewardship Guide (2016)



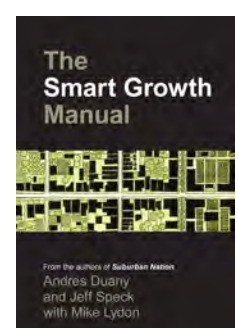
Tactical Urbanism (2015)



Charter of the New Urbanism, Second Edition (2013)



The Open Streets Guide (2012)



The Smart Growth Manual (2009)

**TAB 4:
QUALIFICATIONS OF THE PROJECT TEAM**

STREET PLANS | Prime Consultant and Point of Contact

STREET PLANS

Street Plans is an award-winning transportation planning and urban design practice founded in Miami Beach in 2009. We are widely recognized as the founders and global stewards of the Tactical Urbanism methodology and excel in outcome-focused multimodal design that moves cleanly from idea to implementation. With offices in Miami and New York and an Atlanta support hub, we'll staff Fort Lauderdale task orders with integrated teams for immediate mobilization and continuous coverage. Our senior, hands-on core team provides executive oversight, day-to-day integration, technical design, data analysis, and engagement capacity. Pairing deep South Florida experience with national leadership in Tactical Urbanism and Safe System implementation, and coordinate a complete bench (TYLin, EXP, M.G. Vera, Walker Consultants, and Quality Counts) to provide specialty support in engineering, survey/SUE, parking, and multimodal data, while Street Plans leads planning, design, and engagement for seamless delivery.

As prime consultant and overall program manager, Street Plans will lead each task order from problem framing to implementation. Under Tony Garcia's leadership as Principal-in-Charge and Overall Project Manager, we will set strategy; confirm scope, schedule, and budget; and steward decisions through staff briefings, commission checkpoints, and delivery. Advising Principal Mike Lydon leads QA/QC with red-team reviews to ensure adherence to City standards and best practices. Deputy PM Dana Wall manages day-to-day coordination, action logs, risk/issue tracking, and subconsultant tasking to keep assignments moving through each decision gate.

Our delivery model is built on results. Project Engineer Thomas Isola leads safety and operations analytics, concept engineering, signing/stripping and signal layouts, cost estimates, and PSE/permit packages with field verification and RFI support. Lead Project Designer Amalia Tomey converts concepts into clear, buildable plan-view graphics and cross-sections, while Deputy Project Designer Catalina Ruiz-Lucio produces maps, exhibits, and public-facing materials. For landscape/streetscape elements, Jr. Deputy PM Bette Maloy coordinates scope and standards and develops planting, street-tree, and GSI details; landscape deliverables will be signed/sealed by a Florida-licensed Landscape Architect of record, to be identified per task.

Street Plans leads bicycle Level of Comfort and transportation network gap analyses and integrates Quality Counts' field data into decision-ready formats. We scope and direct technical studies and stamped deliverables with EXP (transportation engineering studies, modeling, environmental/PD&E), coordinate base mapping, SUE, and utility conflict resolution with M.G. Vera & Associates, and deliver parking planning/technology and facility design with Walker Consultants. TYLin provides signalization, transit planning/facilities, and connected-vehicle/ITS leadership; we align their work with complete-streets and operations objectives to ensure plans are implementable. Across disciplines, Mike leads QA/QC, and Tony consolidates recommendations, costs, and phasing into clear briefings and Commission-ready packages.

Together, this structure ensures Fort Lauderdale receives a responsive partner with the breadth of a full-service bench and the focus of a hands-on local team. Street Plans is committed to delivering plans and designs that are understandable, fundable, and buildable, backed by clear costs, phasing, and implementation pathways. We know the agencies, we know the corridors, and we stay with the City through pilots, design support, grants, and monitoring so benefits don't just show up on the street. They stick. With our proven ability to move seamlessly from concept to construction support, and a team culture built on accountability, creativity, and technical rigor, we will help the City advance its transportation, safety, and mobility goals with projects that deliver visible benefits to residents and lasting value to the community.



TY LIN | Subconsultant

Currently ranked as the nation's 11th largest transportation firm by Engineering News Record, TYLin has a 60-year history of performing outstanding planning consulting services. TYLin is our engineering lead for signalization, transit, and transportation smart technology. They take point on traffic signal operations and design—delivering timing, phasing, detection, interconnect, and bus priority details through to sealed plans. They also lead bus and transit facility design, shaping stops, stations, ADA access, queue jumps, and curbside geometries so service is faster, safer, and more reliable. TYLin's transit planning bench handles new route planning and service design, capacity analysis, pro forma and business planning, and organizational analysis tailored to the mode and operating context. Rounding out their role, TYLin leads connected-vehicle and other smart mobility deployments, from SPaT/MAP and roadside units to data integration and corridor analytics that improve safety and operations in real time.

Beyond their lead scopes, TYLin provides technical support across the City's planning portfolio: contributing to long- and short-range transportation plans and multimodal corridor studies; applying congestion management and lane-elimination analyses to test reallocation scenarios; supporting safety studies with signal/ITS diagnostics; advancing intermodal and mobility hub planning and design; and informing urban design, complete streets, and bicycle, pedestrian, and greenways plans. In each case, TYLin's value is ensuring that walking, biking, and greenway networks are functionally tied to transit—vetting concepts, quantifying capacity and reliability, and aligning operations and technologies so plans are delivery-ready.

On Roadway Safety Audits, TYLin translates field findings into deployable signal timing refinements, detection upgrades, and bus priority treatments with before/after performance tracking. For competitive grants, they build the technical backbone—signal/TSP/connected-corridor justifications, transit capacity and reliability benefits, and integration strategies—so applications read as fundable and implementable. TYLin also prepares engineers' cost estimates for signalization, ITS, and transit facility scopes, grounding budgets in current equipment, installation, and integration costs.



EXP | Subconsultant

EXP is our Florida-based civil and traffic engineering partner that turns planning concepts into permitted, buildable projects. On this contract, EXP leads the technical studies that underpin design and decision-making—crash and crossing diagnostics, road-closure and intersection capacity evaluations, travel-time and origin-destination studies, lane-reallocation assessments, and multimodal LOS—supported by robust macro and micro simulation to test scenarios and quantify benefits. EXP also leads environmental engineering services tied to delivery and approvals, preparing stormwater and NEPA-related materials and assembling the documentation required for regulatory permitting across agencies.

In parallel, EXP supports Street Plans on assignment-specific needs that keep projects moving. They participate in Roadway Safety Audits, contributing field diagnostics and sealed countermeasure recommendations; bolster competitive funding efforts by translating study findings into clear technical narratives and co-developing persuasive grant proposals; and prepare engineers' cost estimates with quantity takeoffs and opinions of probable cost aligned to City formats—integrating Street Plans' bicycle Level of Comfort and network gap analyses where applicable so scopes, budgets, and schedules stay tight from concept through implementation.



M.G. VERA & ASSOCIATES | Subconsultant

M.G. Vera & Associates is our survey, SUE, and utility coordination lead. Their team establishes reliable existing conditions and clears underground risk so concepts move cleanly into design, permitting, and construction. They deliver design-grade surveys and ROW mapping (topographic, boundary, easements/legal descriptions, staking, as-builts) using total station/GNSS, terrestrial laser scanning, aerial photogrammetry, mobile mapping, and orthomosaic/DTM production—producing a precise, QA/QC'd CAD/GIS base (FDOT-compliant) with 3D surfaces, breaklines, and feature coding.

MGV also leads Subsurface Utility Engineering and utility coordination to ASCE 38: records research (QL-D), surface/electromagnetic/GPR designations (QL-B), and targeted vacuum test holes (QL-A) to confirm true horizontal/vertical positions. They compile utility base maps and conflict matrices, develop relocation sketches, and coordinate directly with public owners and franchise utilities—handling MOT/permitting for test holes and tying verified attributes back to the model—so the design team can proceed confidently and the City reduces RFIs, change orders, and schedule risk.



WALKER CONSULTING | Subconsultant

Walker Consultants will lead our Parking Management and Technology task areas. They deliver planning and financial feasibility studies, asset-management plans, maintenance programs, and system-upgrade recommendations to boost performance and lower lifecycle cost. The team audits day-to-day operations, designs demand and pricing strategies, and builds actionable management plans. They run supply-demand, market-share, shared-parking, and efficiency analyses; craft rate and revenue strategies; and evaluate operations technology, recommending tools that cut costs and improve the user experience (e.g., mobile pay, LPR, guidance). Their work is grounded in field surveys and accumulation counts, validated with macro/micro simulation, and aligned with land-use change to right-size supply, support main streets, and reinforce multimodal goals.

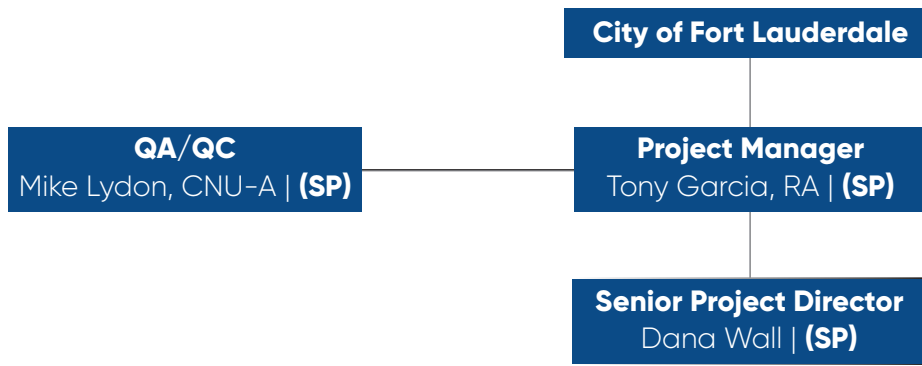
On facilities, Walker provides analysis, recommendations, and design for structures and surface lots: architectural/durability design, lighting, wayfinding/signage, adaptive-reuse strategies, Pay-on-Foot integration, and traffic microsimulation for circulation and queues. They assess EV charging needs and siting, incorporate sustainability measures (LEED pathways, solar-reflective materials, solar panels), and tune functionality for service levels, flow capacity, and safety. Security reviews address CPTED and technology upgrades. Their scope also includes similar services not specifically listed, giving the City access to Walker's full toolbox from concept through implementation.



QUALITY COUNTS | Subconsultant

Quality Counts is our multimodal data engine, providing verified field data to guide infrastructure and operations. They lead travel-time studies, traffic and turning-movement counts, and behavioral studies, and deploy tools to capture pedestrian and bicycle flows, parking utilization/turnover, curb activity, and vehicle volumes. Deliverables come QA/QC'd and analysis-ready (CSV/GIS/Synchro), supporting before/after evaluations, safety audits, and modeling by Street Plans, EXP, and TYLin. Methods include AI-assisted video counts, ATRs for volume/speed/classification, and Bluetooth/probe travel-time sampling.

ORGANIZATION CHART



1A. Transportation Planning

STREET PLANS

Tony Garcia - Principal in Charge & Lead PM
Mike Lydon - Advising Principal & QA/QC
Dana Wall - Senior Project Director
Thomas Isola - Project Engineer
Bette Maloy - Senior Landscape Architect
Amalia Tomey - Lead Project Designer
Catalina Ruiz - Deputy Project Designer

TYLIN

Carlos Cruz Casas - Mobility Strategy Lead
Matt Orenchuk - Transit Planning Lead
Joe Iacobucci - Transit Business & Innovation Lead
Amit Sidhaye - Connected Vehicle / ITS Lead
Eric Hanss - Vision Zero & Systemic Safety Support
Alex Hanson - Bike Network & LoC Support

EXP

Jesus Fuentes - Transportating Engineering Studies Lead
Jose Clavell - Enviro/PD&E & Traffic Modeling Lead

2. Community Outreach

STREET PLANS

Tony Garcia - Principal in Charge & Lead PM
Mike Lydon - Advising Principal & QA/QC
Dana Wall - Senior Project Director
Thomas Isola - Project Engineer
Bette Maloy - Senior Landscape Architect
Amalia Tomey - Lead Project Designer
Catalina Ruiz - Deputy Project Designer

1B. Support Services: Transportation Planning

STREET PLANS

Tony Garcia - Principal in Charge & Lead PM
Mike Lydon - Advising Principal & QA/QC
Dana Wall - Senior Project Director
Thomas Isola - Project Engineer
Amalia Tomey - Lead Project Designer
Catalina Ruiz - Deputy Project Designer

TYLIN

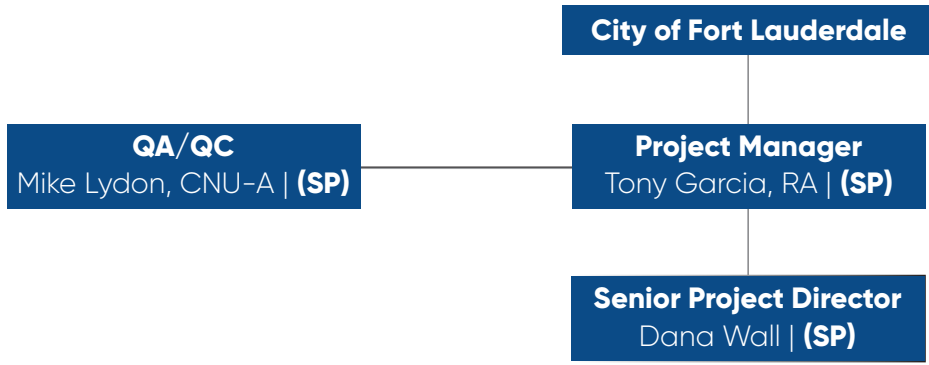
Matt Orenchuk - Transit Planning Lead
Joe Iacobucci - Transit Business & Innovation Lead
Amit Sidhaye - Connected Vehicle / ITS Lead

EXP

Jesus Fuentes - Transportating Engineering Studies Lead
Jose Clavell - Enviro/PD&E & Traffic Modeling Lead
Ivan Jimenez - Transportation Engineering Studies Support
Leny Huaman - Enviro/PD&E & Engineering Studies Support

(Project Team Organization for Core Service
Areas 3 & 4 continued on next page)

ORGANIZATION CHART



3A. Transportation Engineering Services

STREET PLANS
Tony Garcia - Principal in Charge & Lead PM
Mike Lydon - Advising Principal & QA/QC
Dana Wall - Senior Project Director
Thomas Isola - Project Engineer
Amalia Tomey - Lead Project Designer
Catalina Ruiz - Deputy Project Designer

TYLIN
Carlos Cruz Casas - Mobility Strategy Lead
Matt Orenchuk - Transit Planning Lead
Amit Sidhaye - Connected Vehicle / ITS Lead

EXP
Jesus Fuentes - Transportating Engineering Studies Lead
Jose Clavell - Enviro/PD&E & Traffic Modeling Lead

4. Parking Management & Technology

WALKER CONSULTANTS
Mark Santos – Parking Design & Operations Lead
Tom Szubka – Parking Operations & Technology Lead

STREET PLANS
Tony Garcia - Principal in Charge & Lead PM
Mike Lydon - Advising Principal & QA/QC
Dana Wall - Senior Project Director
Thomas Isola - Project Engineer
Amalia Tomey - Lead Project Designer
Catalina Ruiz - Deputy Project Designer

3B. Support Services Related to Transportation Engineering

STREET PLANS
Tony Garcia - Principal in Charge & Lead PM
Dana Wall - Senior Project Director
Thomas Isola - Project Engineer

M.G. VERA
Carlos Alonso - Survey/Mapping & Mobile LiDAR Lead
Mark Sowers - Survey/Mapping QA/QC & SUE Oversight
Garth Thompson - Utility Coordination & SUE Task Manager

EXP
Jose Clavell - Enviro/PD&E & Traffic Modeling Lead
Leny Huaman - Enviro/PD&E & Engineering Studies Support

QUALITY COUNTS
Alfredo Suarez – Traffic Data Collection & Analysis Lead

Project Team Roles

STREET PLANS

As prime consultant, Street Plans will lead all task orders from concept through implementation. The firm will coordinate subconsultant contributions, manage schedules and deliverables, and ensure the City receives consistent, high-quality outcomes.



ANTHONY GARCIA, RA | PRINCIPAL | STREET PLANS

Tony will serve as **Principal-in-Charge and Project Manager**. He leads the contract and each Task Order from problem framing through implementation, managing scope, schedule, budget, risk, and stakeholder/Commission coordination while setting project strategy and approving all deliverables.



MIKE LYDON, CNU-A | PRINCIPAL | STREET PLANS

Mike will support the team as an **Advising Principal**. Mike provides senior guidance on complex decisions and phasing, conducts red-team reviews for technical accuracy and consistency with City standards and best practices, and signs off on final QA/QC.



THOMAS ISOLA, PE, PTOE | TRANSPORTATION ENGINEER | STREET PLANS

Thomas is our in-house Florida-licensed engineer. He will serve as **Transportation Engineer** for the contract, leading safety and operations analytics, concept engineering, signing/stripping and signal layouts, cost estimates, and preparation of PSE/permit packages, with field verification and RFI support as needed.



DANA WALL | SENIOR PROJECT DIRECTOR | STREET PLANS

Dana will serve as **Senior Project Director**, managing day-to-day delivery across Task Orders, coordinating City staff and subs, running schedules and action logs, and leading engagement logistics and materials through each decision gate.



AMALIA TOMEY | SENIOR PROJECT DESIGNER | STREET PLANS

Amalia supports the team as **Project Design Lead**, producing corridor cross-sections, plan-view graphics, and buildable details. She will develop clear public-facing boards and renderings and maintains drawing standards across all submittals.



BETTE MALOY, PLA | SENIOR LANDSCAPE ARCHITECT | STREET PLANS

As **Senior Landscape Architect**, Bette supports landscape-architecture task orders by coordinating scope and schedule with the City and subconsultants. A licensed PLA in the state of Georgia, she helps develop planting palettes, street-tree and streetscape details, green stormwater infrastructure concepts, and spec, cost, and maintenance sheets.



TYLin will support the team with transit planning, business planning, smart technology, signal design, and mobility strategy expertise. Their staff will contribute specialized leadership on service design, financial planning, connected vehicle systems, and network safety analysis.



CARLOS CRUZ CASAS, PE | VP, Mobility Innovation + Sector Manager (South) TYLin

Carlos serves as **Mobility Strategy Lead** and primary point of contact for TYLin, aligning transit, safety, bike, and smart-technology work with Street Plans and the City. He sets strategy and success metrics, reviews technical work for quality, and turns findings into clear decision briefs for leadership and Commission packets.



MATT ORENCHUK, AICP | VP, Transit Planning Practice Manager | TYLin

As **Transit Planning Lead**, Matt designs practical bus service plans—routes, frequencies, and stop/terminal locations—so key places are well connected. He analyzes capacity and reliability to set schedules and fleet needs, and prepares route concepts and service-change packages for public review.



AMIT V. SIDHAYE, PE, PTOE, PMP | ITS Director | TYLin

As **Connected Vehicle / ITS Systems Lead**, Amit leads the smart streets technology plan, integrating devices with traffic signals and designing safety features like sensor-enabled crossings and protected intersections. Defines data, security, and performance monitoring, and phases deployments in step with Street Plans’ designs.



JOE IACOBUCCI | New Mobility Practice Leader | TYLin

Joe will serve as **Transit Business & Innovation Lead**. He builds the multi-year transit business plan (revenues, costs, grants, and funding options) to keep services financially sustainable, and evaluates partnership and delivery models and provides easy-to-use tools for budget, procurement, and grant decisions.



ERIC HANSS | Senior Associate + Safety Practice Lead | TYLin

As **Vision Zero and Systemic Safety Support**, Eric analyzes crashes, identifies high-injury streets, and helps rank where to act first. He assists in shaping safety measures, translating results into policy and project lists, and tracking progress with clear metrics.



ALEX HANSON, AICP | Director, Transportation Planning | TYLin

Alex will provide **Bike Network and LoC Support**, assisting Street Plans by assessing where biking feels stressful and mapping the gaps to create a continuous, low-stress network. He helps develop corridor/intersection fixes with phased project lists, costs, and clear maps and design sheets.



EXP will provide transportation engineering studies, traffic modeling, and environmental/PD&E expertise under licensed professional engineers. They will deliver crash and corridor analyses, macro/micro simulations, and NEPA documentation to support regulatory compliance and implementation.



JESUS FUENTES, PE | Senior Project Manager | EXP

Jesús will serve as **Transportation Engineering Studies Lead**. He will direct crash, intersection, and corridor studies; manage capacity/LOS reviews; develop signing/stripping concepts and technical reports with sign/seal authority; and coordinate with Street Plans to integrate multimodal considerations into study outputs.



JOSE CLAVELL | Senior Multimodal Planner | EXP

José will serve as **Environmental/PD&E Lead & Traffic Modeling Oversight**. He will lead NEPA/PD&E tasks (ETDM screening, alternatives evaluation, environmental documentation) through regulatory approvals and oversee macro/micro modeling methods and assumptions to ensure defensible results.



IVAN JIMENEZ UREÑA, AICP, EI, ENV SP | Senior Planner | EXP

Ivan will provide assistance as **Transportation Engineering Studies Support**, compiling and analyzing crash, volume, and operational data. He will contribute to corridor/intersection assessments, cost estimates, and study documentation and coordinate deliverables under the licensed PEs.



LENY HUAMÁN, AICP | EXP

Leny will serve as **Environmental/PD&E Support & Engineering Studies Support**. She will assist with existing-conditions analyses, crossing and corridor evaluations, and preparation of environmental assessment materials, producing maps/exhibits that integrate engineering, modeling, and environmental findings into clear deliverables.



Quality Counts will provide multimodal traffic data collection and analysis to support planning and engineering tasks. Their team will manage field deployment, data QA/QC, and delivery of vehicle, bicycle, pedestrian, and transit counts in formats tailored to the City's needs.



ALFREDO SUAREZ | Quality Counts

Alfredo will provide **Traffic Data Collection & Analysis Support**, overseeing the planning and deployment of vehicular, bicycle, pedestrian, and transit counts. He will manage field operations, ensure accurate data collection, and deliver reliable datasets to support Fort Lauderdale's planning and engineering studies.



M.G. Vera will lead survey, mapping, subsurface utility engineering, and utility coordination tasks. Their staff will deliver accurate base mapping, LiDAR and ROW surveys, and direct utility conflict resolution, with QA/QC by licensed surveyors in responsible charge.



CARLOS ALONSO, PSM, EI | M.G. Vera

Carlos will serve as **Survey & Mapping Production / Mobile LiDAR Lead**, managing field data collection, right-of-way mapping, and advanced Mobile LiDAR applications. He will oversee the preparation of control networks, DTM/3D models, and feature extraction to support accurate base mapping and SUE integration.



MARK SOWERS, PSM | M.G. Vera

Mark will be responsible for **Survey & Mapping QA/QC & SUE Program Oversight**. He will be responsible for ensuring survey deliverables meet FDOT standards, providing final review and sign-off, and guiding utility designation and excavation tasks.



WILLIAM "GARTH" THOMPSON | M.G. Vera

As **Utility Coordination Lead & SUE Task Manager**, Garth will coordinate with utility agencies, plan and track test holes, prepare utility certifications, and manage MOT/permitting and construction support to ensure conflicts are identified and resolved efficiently.



Walker will lead all parking management and technology tasks, covering both planning/operations and parking structure design. Their team will provide expertise in demand analysis, facility design, revenue and pricing strategies, and deployment of modern parking technologies.



MARK SANTOS, PE, PTMP | Walker Consultants

Mark will serve as **Parking Design & Operations Lead**, responsible for parking facility planning, functional and structural design, and operations integration. He will oversee parking demand analysis, facility layout, structural durability, and user-focused improvements such as wayfinding, lighting, EV charging, and sustainable design.



TOM SZUBKA, PTMP, CPP | Walker Consultants

As Parking Operations & Technology Lead, Tom will be responsible for parking operations, management, and technology. He will guide demand and revenue analyses, oversee operational reviews, and direct procurement and implementation of PARCS, payment, and guidance systems to deliver a modern, efficient, and financially sound parking program.

Project Manager



Anthony Garcia, RA | Principal

Tony Garcia, RA is a co-founder of Street Plans and leads the day-to-day operations of the firm. Considered one of the foremost experts in the field of placemaking and street design of his generation, he is a licensed architect and has completed dozens of active transportation plans and projects during his 20-year long career. Having completed over 150,000 sf of street murals around the country, he is one of the most prolific asphalt art muralists in the world, is the author of the Asphalt Art guide, and serves as the technical advisor for over 30 cities as part of the Bloomberg Asphalt Art Initiative.

Education

- University of Miami School of Architecture, Master of Architecture, 2005.
- New York University, B.A. Architecture & Urban Design, 2002.

Recent Awards:

- 2025 University of Miami School of Architecture, Centennial Alumni Award
- 2021 Ca APA Best Practice, Culver City
- 2019 IDA Award, Coxé Avenue
- 2018 Charter Award, Biscayne Green
- 2017 Cintas Fellowship
- 2017 Seaside Prize
- 2016 Charter Award, El Paso
- 2016 FLASLA, Biscayne Green

Licenses + Affiliations:

- State of FL Licensed Architect: AR97799

Languages

English | Spanish

Experience

20 years

Tony is coauthor of the globally acclaimed series Tactical Urbanism: Short-Term Action, Long-Term Change, co-author of Tactical Urbanism, published by Island Press in March 2015, and together with Mike Lydon is the recipient of the 2017 Seaside Prize. Later in 2018, Tony was awarded the CINTAS Foundation Fellowship for Architecture & Design for contributions to the field of urban design.

Tony is a native South Floridian and is regarded as a leading advocate and voice in the development of the region's transportation network. He has been instrumental in the implementation of the Miami Beach bicycle network, and has designed bicycle pedestrian facilities for over 80% of the population of Miami-Dade County. He has unmatched knowledge of both national best practices, having authored many primary sources for national standards, and knows how to get things done in Florida.

Tony is a part-time faculty member at the University of Miami School of Architecture.

Select Projects:

Miami Beach On-Call Transportation Engineering Services, 2012-2025

For the past 13 years, Tony has been the lead point of contact for all Miami Beach projects and has in-depth relationships with city staff, community members, and county and state agencies. From the city's bicycle master plan to design guidelines, and ongoing presentations and workshops, Tony has led over two dozen task Work Orders and has an encyclopedic knowledge of the city's planning documents, having authored several of them, and have an understanding of how to take projects from initial concept, to completion that is unmatched by any other local firm.

South Florida Transportation Planning, 2005-2025

Over the past 20 years, Tony has managed over a dozen transportation planning and engineering projects around South Florida, including the City of Miami Bicycle Plan, the City of Coral Gables Bike Plan, the Pinecrest US1 Mobility Plan, the Key West Bicycle Pedestrian Master Plan, and

Miami-Dade County TPO, 2015-2025

For the past ten years, Tony has worked with the Miami-Dade TPO on a variety of projects, including the Count's first Vision Zero plan, numerous planning efforts related to transit expansion, and the TPO's award winning SMART Step quick-build program.

Project Manager Past Experience

Hillsborough County On-Call Transportation Planning, 2020-2025

Tony serves as Project Manager for several on-call contracts in Hillsborough County, including with the TPO and the County Community Infrastructure and Planning Department. We recently led concept development and community engagement for a quick-build safety project along South 78th Street in Palm River. The goal was to generate community-supported, implementation-ready design concepts to improve multimodal safety along a high-speed corridor.

Village of Palmetto Bay, Safe Streets and Roads for All, 2025

Tony is leading the management of the Village of Palmetto Bay's Safe Streets Palmetto Bay Action Plan (SS4A). The Plan will bring together the Village's previous active transportation plans, combined with a detailed safety and equity analysis, to provide a roadmap for Complete Streets and for the elimination of traffic fatalities and serious injuries. The Plan will include route-focused recommendations for Safe Routes to School, Recreation, Commerce, and Transit. Street Plans also supported the Village in pursuing additional Federal grant funding.

City of Key West, Bicycle Plan and Implementation Services, 2012-2021

For the last ten years, Tony has maintained relationships with the City of Key West, starting with leading public engagement on the city's bicycle master plan and later designing and building a key part of the bicycle master plan called the Crosstown Greenway. The Crosstown Greenway Pilot Project tested Neighborhood Greenway elements along the "Crosstown Connector", a route identified in the 2019 Key West Bicycle & Pedestrian MasterPlan.

Move Culver City, On-Call Services, 2020-2025

Since 2020, Tony Garcia has collaborated alongside Sam Schwartz and TYLin on the MOVE Culver City Mobility Lane efforts. Tony led the design and implementation of a 1.3 mile shared mobility lane along Culver and Washington Blvd, as well as the public engagement activities and stakeholder management efforts. After the project was implemented, Tony managed the production of the mid-pilot report and continues to work with the city on the final report and identifying opportunities for new mobility lane projects across the city.

Miami-Dade Quick-Build Program, 2015-2017

Tony collaborated with the Miami-Dade County Department of Transportation and Public Works to create the county's first program dedicated to making it easy for citizens to make placemaking projects in their neighborhoods. Tony helped secure funding from the Green Mobility Network and local partner The Miami Foundation to create the Miami Dade Quick Build Program. He worked alongside county staff to build the program's marketing and outreach materials and application process, and select the projects. As part of this work he managed 17 projects around Miami Dade County, taking them from design to completion.

City of Somerville On-Call Transportation Engineering, 2013-2025

Tony has served as the lead Project Manager for the City of Somerville, Massachusetts as an on-call planning and engineering consultant since 2013. As part of this work, Street Plans led a multi-phase process to scope, develop, and deliver the Bike Somerville Network Plan, drawing on our implementation-focused approach and years of local experience. Our work helped secure \$3,984,000 in federal SS4A funding, which the City is using to rapidly advance the plan's Quick-Build Network while longer-term capital projects move forward.

Southern California Council of Governments, 2011-2022

Tony has served as the lead Project Manager for almost a dozen transportation projects with SCAG over the past 15 years. Among the projects he led for SCAG are seven simultaneous demonstration projects, a \$1M budget quickbuild redesign of Maricopa Highway in Ojai, and curb extensions in Beverly Hills.

Street Plans Resumes



Mike Lydon, CNU-A | Principal

Mike Lydon is a Principal and Co-Founder of Street Plans. Mike is an internationally sought after planner, author, speaker, and designer of livable cities. He was named by Planetizen again in 2023 as one of the 100 most influential urbanists. Mike has lead more than 100 temporary and permanent street redesign projects across the United States and delivered more than 275 keynotes, workshops, trainings, and lectures, exerting a global influence on how people think about transforming the public realm. Mike is the creator and primary author of the The Open Streets Project and the globally acclaimed digital series Tactical Urbanism: Short-Term Action, Long-Term Change Vol. 1 – 6 With Tony Garcia, Mike is the recipient of the 2017 Seaside Prize and co-author of the full-length book Tactical Urbanism, published by Island Press in March 2015, and honored by Planetizen as one of the top 10 planning books of the past decade. Mike also collaborated with Andres Duany and Jeff Speck in writing The Smart Growth Manual, published by McGraw-Hill in 2009. Mike most recently co-authored NACTO's Streets for Pandemic Response and Recovery and the Streets for Voting Guide, which seeks to help cities and boards of elections utilize streets and other public spaces for election activities.

Mike currently serves on the Board of the Congress for the New Urbanism. Before co-founding Street Plans in 2009, Mike worked for Smart Growth Vermont, the Massachusetts Bicycle Coalition, and Ann Arbor's GetDowntown Program. From 2006 – 2009 Lydon worked for Duany Plater-Zyberk and Company (DPZ), an international leader in the practice of smart growth planning, design, and research techniques.

Education

- University of Michigan, Master of Urban Planning, 2007.
- Bates College, B.A. American Cultural Studies, 2004.

Licenses + Affiliations:

- CNU-Accredited Professional (2009)
- Association for Pedestrian and Bicycle Professionals

Languages

English

Experience

20 years

Select Projects

- Miami Beach Bicycle Master Plan, Miami Beach, FL
- Miami Beach Street Design Guide, Miami Beach, FL
- North Beach Master Plan, Miami Beach, FL
- New York City Strategic Trails Plan, New York, NY
- Lyft: Leveraging COVID-19 for Transformational Change
- SoHo Broadway Public Realm Vision and Framework Plan, New York, NY
- BRIDGE District Connectivity Plan, Hudson, NY
- Nyack Bicycle and Pedestrian Master Plan, Nyack, NY
- Safe Routes for All Active Transportation Plan, New Haven, CT
- Let's Ride JC Bicycle Master Plan + Bikeway Design Guide, Jersey City, NJ
- JC Walks Pedestrian Enhancement Plan, Jersey City, NJ
- CityWalk Phase I Plan, Providence, RI
- PlanBTV Walk/Bike Master Plan, Burlington, VT
- Philly Free Streets Strategic Plan, Philadelphia, PA
- Keyport Complete Streets Design Guide, Keyport, NJ
- Westminster 2030 Bicycle Master Plan, Westminster, CO
- BikeNWA Bicycle + Pedestrian Pilot Projects; Bella Vista, Bentonville, Rogers, AR
- Connect Waldorf Bicycle + Pedestrian Connectivity Analysis, Waldorf, MD
- Portland Area North Bike/Ped Implementation Plan, Portland, ME
- Morris Canal Greenway On-Street Design Plan, Jersey City, NJ
- Grand Street Quick-Build Striping Plan, Jersey City, NJ
- Merseles Street Quick-Build Striping Plan, Jersey City, NJ
- Quick-Build Program Design + Materials Guide, Burlington, VT



Dana Wall | Senior Project Director

Dana Wall is Street Plans' Senior Project Director. She possesses a breadth of nationwide experience in transportation and mobility projects, having managed projects as far west as Southern California, in cities and towns of various land use contexts. At Street Plans, Dana has implemented over 25 Quick-Build projects, and has contributed her design and planning skills to a wide variety of active transportation projects. She authored the City of New Haven's first Citywide Active Transportation Plan, and is currently directing multiple mobility projects as a part of Street Plans' on-call engagement with the City of New Haven. Dana drafted Street Plans' contribution to the City's winning 2022 SS4A grant application for a \$500,000 Quick-Build project.

She currently serves as the Project Manager for the Village of Palmetto Bay's (FL) SS4A Safety Action Plan.

Dana regularly attends and presents at nationwide industry conferences on Street Plans' behalf, like CNU, Walk/Bike/Places, Railvolution, Creative Placemaking Leadership Summits, Build Maine, and the Transportation Research Board Annual Meeting.

Education

- University of Michigan, Master of Urban Planning, Physical Planning, 2016
- University of Michigan, Master of Science, Environmental Planning, 2016.
- University of California, Los Angeles, B.A. Communications, 2011.
- Dow Masters Sustainability Fellow, 2016.

Languages

English

Experience

9 years

Select Projects

- BTactical Quick-Build Program, Fort Lauderdale/Deerfield Beach, FL
- Village of Palmetto Bay SS4A Safety Action Plan
- Rue Vendome Interim Design Plaza, Miami Beach, FL
- Shore to Core Pedestrian Demonstration Project, West Palm Beach, FL
- Crosstown Greenway Pilot Project, Key West, FL
- Biscayne Green Pilot Project, Miami, FL
- Miami-Dade Transportation Quick-Build Program, Miami, FL
- Fast-Tracked: A Tactical Transit Study, Nationwide
- Let's Ride JC Bicycle Master Plan + Bikeway Design Guide, Jersey City, NJ
- Safe Routes for All Active Transportation Plan, New Haven, CT
- New York City Strategic Trails Plan, New York, NY
- SoHo Broadway Public Realm Vision and Framework Plan, New York, NY
- BRIDGE District Connectivity Plan, Hudson, NY
- Keyport Complete Streets Design Guide, Keyport, NJ
- Burlington Quick Build Program Design + Materials Guide, Burlington, VT
- Go Ojai Bicycle + Pedestrian Demonstration Project, Ojai, CA
- Southern California Association of Governments GoHuman Campaign Demonstration Projects, 9 Cities
- Northwest Arkansas Bicycle + Pedestrian Pilot Projects; Bella Vista, Bentonville, Rogers, AR
- East Cut Community Benefit District Public Realm Plan, San Francisco, CA
- Wexford Innovation District Placemaking + Activation Strategy, 6 cities
- Hazelwood Green Plaza Programming Plan + Execution, Pittsburgh, PA
- Coxe Avenue Corridor Interim Design Project, Asheville, NC
- Yerba Buena Street Life Plan + Charrette, San Francisco, CA
- Hands On Exchange Bicycle + Pedestrian Pilot Project, Akron, OH
- CityWalk Bike + Pedestrian Demonstration Projects, Providence, RI



Thomas Isola | Project Engineer

Thomas Isola is a engineer licensed in Florida, New York, and Connecticut with experience on transportation projects across the country. He is proficient in traffic microsimulation, transportation forecasting, and CAD design. Thomas has worked on traffic impact studies and performed data collection, trip generation, trip assignment, growth rate projections, capacity analysis, and crash analysis. Thomas is skilled in various traffic engineering software packages including Vissim, Aimsun, Synchro, SimTraffic, and HCS - and also possesses additional computer coding and data science skill sets.

Prior to Street Plans, he worked as an engineering consultant for the firm WSP based in the Hudson Valley delivering transportation engineering projects throughout the NY State metropolitan area in accordance with the State Environmental Quality Review Act (SEQRA) and the City Environmental Quality Review (CEQR).

At Street Plans, Thomas has worked on the Slow Streets 2.0 project in Miami Beach, Florida, drafting signing and striping plans, analyzing traffic and safety conditions as part of the Belfast Active Transportation Plan project in Belfast, Maine, and reviewing CAD plans for the Bloomberg Philanthropies' Asphalt Art Initiative, which spans various locations across the country.

Thomas is a registered Professional Engineer as well as a certified Professional Traffic Operations Engineer. He holds a Master of Science in Transportation Engineering and Planning from New York University Tandon School of Engineering and a Bachelor of Science in Civil Engineering from Duke University.

Education

- Duke University, B.S., Civil Engineering, Certificate in Architectural Engineering
- NYU Tandon School of Engineering, M.S., Transportation Planning and Engineering

Licenses + Affiliations:

- State of FL Licensed Professional Engineer (PE99283)
- State of NY Licensed Professional Engineer (102254)
- Certified Professional Traffic Operations Engineer (5329)
- America Society of Civil Engineers
- Institute of Transportation Engineers

Languages

English | Spanish

Experience

10 years

Select Projects

- Village of Palmetto Bay SS4A Safety Action Plan
- Slow Streets Miami Beach Quick-Build Project, Miami Beach, FL
- West Avenue Protected Bike Lane Extension, Miami Beach, FL
- Ocean Drive Protected Bike Lane, Miami Beach, FL
- Jefferson Street Protected Bike Lane, Miami Beach, FL
- Flamingo Park Calming, Miami Beach, FL
- Belfast Active Transportation Plan, Belfast, ME
- Let's Ride JC Bicycle Master Plan + Bikeway Design Guide, Jersey City, NJ
- Safe Routes for All Active Transportation Plan, New Haven, CT
- City of Stamford Vision Zero Plan, Stamford, CT
- Bloomberg Philanthropies' Asphalt Art Initiative, Nationwide
- Route 9 Complete Streets, Westchester County, NY
- Route 17 Improvement: Conversion into Interstate 86, NY
- JFK T6 & T7 Redevelopment, Queens, NY
- Modernization of Briarcliff-Peekskill Parkway Engineering Scoping Report, Westchester County, NY
- Rehabilitation of Hempstead Ave, Bridge over Cross Island Parkway, Queens, NY



Bette Maloy | Landscape Architect

Bette is a licensed landscape architect with over 10 years of experience in urban design, project management, and landscape design, spanning the public and private sectors. Prior to Street Plans, Bette was an urban designer and project manager at the Atlanta City Studio, the City of Atlanta's urban design studio in their Department of City Planning. In her work with the City of Atlanta, Bette led a team of designers across multiple public space projects. One of Bette's most recent and favorite projects she managed while with the City of Atlanta was the reconstruction of the Broad Street Boardwalk, a large-scale investment that permanently transformed a Downtown Atlanta street into a vibrant, pedestrian-only gathering space.

Bette holds a Bachelor of Science in Landscape Architecture from West Virginia University, is a licensed Landscape Architect in the state of Georgia, and a member of the national and Georgia chapter of the American Society of Landscape Architecture.

Education

- West Virginia University, B.S. Landscape Architecture, 2012

Licenses + Affiliations:

- Professional Landscape Architect, State of Georgia

Languages

English

Experience

10 years

Select Projects

- Safe Routes for All Citywide Active Transportation Plan, New Haven, CT
- Let's Ride JC Bicycle Master Plan + Bikeway Design Guide, Jersey City, NJ
- Connect Senoia LCI Master Plan & Illustrative Town Center Plan, Senoia, GA
- Connect Senoia Mobility Plan, Senoia, GA
- Senoia Growth and Conservation Plan, Senoia, GA
- Peachtree Shared Space Design and Demonstration, Atlanta Georgia
- Atlanta On-Street Dining Design + Implementation, Atlanta, GA
- Broad Street Boardwalk, Atlanta, GA



Amalia Tomey | Project Designer

With a strong background in urban, architectural and interior design, Amalia brings ten years of experience in leveraging her skills to meet the needs of any project. Prior to Street Plans, she worked on the Integral Revitalization and Historic Preservation of Old Havana for the City of Havana’s Department of Architectural Design and Urban Planning, transforming the city into a pedestrian and bicycle-friendly hub revived with public and commercial spaces.

Amalia is the recipient of the AIA Miami Design Award Student Design/Honor (FIU) for her Climate Resilient Urban Nexus Choices (CRUNCH) Research Project award to recognize a student who has achieved outstanding academic distinction in the study of architecture. Amalia holds a Bachelor’s Degree in Industrial Design and a Masters in Architecture from Florida International University.

Education

• Master of Architecture. FIU

• B.S., Industrial Design, Higher Institute of Design, Havana, Cuba

Languages

English | Spanish

Experience

10 years

Select Projects

- Slow Streets Miami Beach Quick-Build Project, Miami Beach, FL
- Btactical Complete Streets Pilot Projects, Fort Lauderdale/Deerfield Beach, FL
- Crosstown Greenway Pilot Project, Key West, FL
- Move Culver City: Reimagining Mobility in Culver City, CA
- Court Avenue Street Re-Design, Memphis, TN
- Let’s Ride JC Bicycle Master Plan + Bikeway Design Guide, Jersey City, NJ
- Goffe Street Quick-Build Safety Project, New Haven, CT



Catalina Ruiz Lucio | Project Designer

Catalina Ruiz Luzio is Street Plans’ Project Designer with a background in architecture, urbanism, and digital representation. She is based out of our Miami HQ office. Prior to Street Plans, Catalina worked at Cure & Penabad and contributed to a variety of projects including industrial design, multifamily housing and Leon Krier’s New Urbanism master plan for Cayala City, Guatemala.

While obtaining her degree, she lived and studied in Italy, Colombia, Cuba and Mexico. The opportunity to live, learn and design within communities of all sizes instilled in her the importance of community-based design and sense of place.

Most recently, she was serving as Junior Project Manager in Northwest Arkansas and involved in placemaking and community outreach projects including a collaboration with Thaden school for a pedestrian pilot project in Bentonville, AR.

Education

• Bachelor of Architecture, University of Miami, 2017

Languages

English | Spanish

Experience

5 years

Select Projects

- Fisherman’s Wharf Promenade Placemaking Vision and Implementation, San Francisco, CA
- North Coast Yard Placemaking Pilot, Cleveland, OH
- Stamford Vision Zero Action Plan, Stamford, CT
- Park to Park 103 Asphalt Art, New York NY
- West 111th Street Streetscape Plan
- Senoia Illustrative Master Plan and Unified Development Ordinance, Senoia, GA
- Arch Street Project (CROG), New Britain CT



YEARS OF EXPERIENCE
18

YEARS WITH TYLIN
1

EDUCATION
Masters in Transportation
Engineering + Urban Planning
University of Florida, 2007

B.S. in Civil Engineering
University of Puerto Rico, 2005

LICENSE
Professional Engineer:
FL #69394

AFFILIATIONS
Florida Board of Professional
Engineers

PRESENTATIONS
NACTO Designing Cities
Opening Plenary, 2024

POLIS Annual Conference,
*Digitising Mobility in the US
and Europe*, 2023

Waze Latin America Regional
Summit, Incentives for Positive
Change, 2019

PUBLICATIONS
Transportation Research Board
and the National Academies of
Science study report on The
Role of Transit, Shared Modes,
and Public Policy in the New
Mobility Landscape.

Transit Quick Chats: Miami-
Dade County Transitions to
Transit 2.0

***Work experience prior to
joining TYLin**

CITY SOLUTIONS

Carlos Cruz-Casas, P.E.

Vice President | Mobiiity Innovation + Sector Manager, South

Mr. Cruz-Casas is a highly accomplished leader, who has spent over 18 years driving transformative change in the mobility space, introducing innovative urban transportation projects and new mobility solutions. With a proven track record in both public and private sectors, he excels in leading large teams and implementing complex projects, from conceptual design to execution.

As a former executive within municipal government, he possesses unique insights into client needs, demonstrated by his successful management of complex bus network redesigns, resulting in significant improvements in operational efficiency and customer satisfaction. He has also been instrumental in scaling innovative mobility services, including on-demand transit, carshare, and bikeshare. His efforts were recognized by Mass Transit Magazine as one of their 40 under 40.

EXPERIENCE

***Miami-Dade DOT & Public Works, Strategic Plan | Miami, FL**

Leadership | 09/2015-04/2022 | Director of Transportation Strategic Planning

As the Director of Transportation Strategic Planning, he spearheaded the department's strategic vision and innovation initiatives. His leadership was instrumental in shaping a comprehensive mobility ecosystem designed to deliver superior social outcomes, emphasizing efficiency and equitable access for all populations. This role encompassed a strategy development, fostering a culture of innovation, and aligning departmental goals with broader public service objectives.

***Miami-Dade DOT & Public Works, Bus Network Redesign | Miami, FL**

Leadership | 07/2018-11/2023 | Director of Transportation Strategic Planning

Led the creation, development and implementation of one of the nation's largest and most efficient bus networks was conceived, developed, and launched. This ambitious project involved a complete overhaul of the existing system. The Better Bus Network simplified the network through straightening route alignments, eliminating duplications, and significantly reducing travel times for commuters. Post-implementation, the Better Bus Network has proudly reported a remarkable 14 percent increase in ridership, validating its strategic design and operational improvements.

***Miami-Dade DOT & Public Works, On-Demand Transit | Miami, FL**

Leadership | 09/2018-12/2024 | Director of Transportation Strategic Planning

Carlos successfully launched "MetroConnect," an innovative on-demand transit service. This flexible, convenient transportation option expanded accessibility, particularly for underserved communities, and contributed to reduced operational costs by optimizing resource allocation. MetroConnect has successfully served over million trips, complementing the fixed-route backbone while catering to diverse transit needs. He developed strategic partnerships, including integrating non-dedicated vehicles through Uber into the program, expanding service reach and flexibility.

***Miami-Dade DOT & Public Works, Curb Management | Miami, FL**

Leadership | 12/2023-12/2024 | Chief Mobility Innovation Officer

Led the strategic deployment of autonomous vehicle (AV) as a core component of the microtransit program. This initiative was designed to address last-mile connectivity challenges and enhance service efficiency. The successful integration of these AVs not only demonstrated the viability of AVs in public transit but also positioned the organization as a leader in the future of urban mobility.

***Miami-Dade DOT & Public Works, Real-Time Information + Data Analytical Tool | Miami, FL**

Leadership | 09/2015-04/2022 | Director of Transportation Strategic Planning

Mr. Cruz-Casas led the implementation of Swiftly, an advanced transit data platform, provided immediate insights into bus locations, schedules, and passenger loads. This approach enabled



proactive service adjustments, enhanced on-time performance, and vastly improved the overall efficiency and reliability of the transit network.

***Miami-Dade DOT & Public Works, Lightweight Fixed-Route | Miami, FL**

Leadership | 01/2024-08/2024 | Chief Mobility Innovation Officer

Mr. Cruz-Casas launched "MetroLink," a fixed-route service utilizing smaller vehicles. This initiative was designed to better serve specific community needs while simultaneously reducing operating costs. An innovative aspect of MetroLink's implementation was the introduction of Swiftly's on-board application as a lightweight CAD/AVL (Computer-Aided Dispatch/Automatic Vehicle Location) system, providing essential real-time tracking and management capabilities.

***Miami-Dade DOT & Public Works, Mobility Rewards Program | Miami, FL**

Leadership | 09/2018-10/2021 | Director of Transportation Strategic Planning

Spearheaded the successful launch of an innovative customer rewards program for Miami-Dade Transit, leveraging a strategic partnership with the startup Velocia. Oversaw all aspects from program conception and vendor integration to marketing and post-launch analytics, significantly enhancing rider engagement and fostering a more dynamic public transportation experience.

***Miami-Dade DOT & Public Works, Vision Zero | Miami, FL**

Leadership | 07/2019-12/2021 | Director of Transportation Strategic Planning

Directed the development of the Vision Zero Program plan for Miami-Dade County, addressing the critical issue of over 300 annual traffic fatalities and numerous severe injuries. This initiative involved a paradigm shift, emphasizing that traffic deaths and serious injuries are preventable. This program established a strategic framework for eliminating traffic fatalities and severe injuries.

***Miami-Dade DOT & Public Works, Advanced Video Analytics with AI | Miami, FL**

Leadership | 04/2020-12/2021 | Director of Transportation Strategic Planning

Partnered with Unleash Live to implement a cutting-edge, AI-powered solution that used anonymized CCTV video streams to analyze ridership data. This innovative approach allowed the department to accurately collect ridership and strategically deploy staff to high-demand areas, preventing overcrowding and ensuring public safety without relying on traditional fare-gate data.

***Miami-Dade DOT & Public Works, Mobility Management | Miami, FL**

Leadership | 06/2018-12/2019 | Director of Transportation Strategic Planning

Mr. Cruz-Casas participated as a mobility expert for the National Academies of Sciences, Engineering, and Medicine's TRB Special Report 337, The Role of Transit, Shared Modes, and Public Policy in the New Mobility Landscape, a study that emphasized the critical need for collaboration between cities, transit agencies, and shared mobility providers to advance urban transportation; and provided key recommendations for leveraging shared mobility and public transit to create more equitable and sustainable metropolitan transportation systems.

***Miami-Dade DOT & Public Works, Curb Management | Miami, FL**

Public/Private Partnership | 07/2024-12/2024 | Assistant Director/Chief Mobility Innovation Officer

Led the successful effort to secure a \$1.98 million USDOT SMART grant for Miami-Dade County, enabling the implementation of a groundbreaking MicroFreight demonstration project in Downtown Miami and Overtown. This initiative, introduced a MicroFreight Commons platform, integrating data, sensors, and new vehicle technology to enhance last-mile delivery efficiency, reduce traffic congestion, and promote environmental sustainability.

***Open Mobility Foundation | Remote**

Leadership | 07/2019-12/2024 | Founding Board Member

Founding board member of the Open Mobility Foundation (OMF), a non-profit organization dedicated to creating a unified and open data standard for mobility services. Played a key role in the OMF's establishment, strategic direction, and governance, fostering collaboration between public agencies, technology companies, and mobility operators to shape the future of urban transportation.

TYLin



YEARS OF EXPERIENCE
21 years

YEARS WITH TYLIN
4 years

EDUCATION
Master of Urban Planning,
University of Michigan, 2007

B.S. Civil Engineering,
University of Notre Dame,
2002

CERTIFICATIONS
American Institute of Certified
Planners (AICP)

AFFILIATIONS
American Planning
Association

American Public Transit
Association

**Work completed at a
previous firm*

CITY SOLUTIONS

Matt Orenchuk, AICP

Vice President, Transit Planning Practice Manager

Matt Orenchuk specializes in bus and rail operations planning, corridor planning, and long range and strategic planning. He has worked in major metropolitan areas across the US providing insight into transit operations and policy goals. His work helps clients realize agency objectives and improve quality of life for riders by efficiently delivering service improvements.

PROJECT EXPERIENCE

IDOT, Next Move Illinois 2026 Statewide Transit Plan | Illinois

Transit Planning | Project Manager | 2024-present

Matt is project manager for the consultant team that is developing the Statewide Public Transportation Plan for the Illinois Department of Transportation. The two-year plan will focus on developing a vision for transit service throughout the state, emphasizing policy and information that can be leveraged by IDOT to improve transit service and passenger connectivity for all residents in Illinois.

Chicago Regional Transit Authority (RTA), Strategic and 10-Year Financial Plan | Chicago, Illinois

City Solutions | Strategic Planning | Principal-in-Charge | 2022-2023

Matt was the Principal-in-Charge for the consultant team leading the Transit is the Answer plan for RTA. The team assisted RTA in developing vision, goals, and strategies to address the major upheaval that COVID-19 has placed on the region's transit system, including a \$700 million funding gap projected for 2026. The plan was adopted in February 2023.

Chicago Transportation Authority (CTA), Better Streets for Buses Project | Chicago, IL

BRT Corridor Planning | Principal in Charge | 2021-2023

Matt was the principal in charge for the CTA project making recommendations to improve street configurations to address speed and reliability issues with CTA buses. Matt's team provided major public engagement support and is using that feedback to update the plan, including both proposed corridors for improvement and the proposed toolbox CTA and CDOT can use to address bus operational issues. This project was publicly launched in December 2023.

City of Waukegan, Amtrak Station Feasibility Study | Waukegan, IL

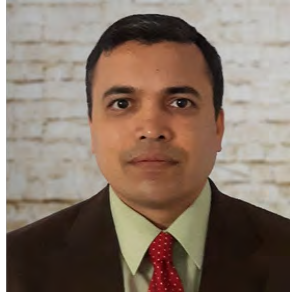
Rail Station Feasibility Study | Principal in Charge | 2025

Matt served as a principal in charge for the Amtrak Station Feasibility Study for the City of Waukegan. The six month project included a market assessment, a station site plan layout, and a strategic roadmap. The project's final document laid out steps on how Waukegan can work with stakeholders to make the station a reality.

R1 Planning Council/ Rockford Mass Transit District, BRT Corridor Plan | Rockford, IL

BRT Corridor Planning | Principal in Charge | 2024

Matt served as a principal in charge for the BRT Corridor Plan developed for R1 Regional Planning Council and RMTD in Rockford, Illinois. The team conducted a multi-step screening process to determine the corridors most viable for bus rapid transit improvements in the region. Ultimately three corridors were recommended for future improvement and the team delivered a roadmap for next steps to be taken for these improvements.



YEARS OF EXPERIENCE
24 Years

EDUCATION
Master of Science,
Civil/Transportation
Engineering, Clemson
University

Bachelor of Science, Civil
Engineering, University of
Pune, India

REGISTRATIONS
Professional Engineer

VA, PA, FL, TX, NY, WA, MD,
NJ (pending)

CERTIFICATION & ACCREDITATION
Certified Professional Traffic
Operations Engineer (PTOE)

Project Management
Professional (PMP)

****Work experience prior to
joining TYLin***

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CITY SOLUTIONS

Amit V. Sidhaye, PE, PTOE, PMP

ITS Director

Mr. Sidhaye has 24+ years managing and deploying ITS systems, designing, and the entire lifecycle of ITS. He has developed ITS Roadmaps for Arlington County, VA, leading an evaluating team to assess emerging tech including AI for ITS applications. He has implemented Next-Gen traffic signal controllers with ATMS. He has extensive experience in providing fiscal, strategic, and administrative leadership in both public and private organizations. He has managed Arlington County's ITS program and streetlight program, which had a \$25 million annual budget, and coordinated with state and Federal partners. He has managed 25+ ITS staff, supervised, communicated and coordinated with cross-functional teams, and experienced with Federal projects of \$30M+ funding.

SUMMARY OF EXPERIENCE

VanWyck Expressway ITS Design Project | New York, NY

ITS Lead responsible for the Intelligent Transportation System (ITS) and work zone traffic management elements of the project. The ITS service for the project is based on the requirements of current ITS devices and communication infrastructure upgrade. The project also include verification of existing ITS assets and relocation of few ITS assets after the construction of Van Wyck Expressway Capacity Improvement Project. The project was completed under design-build with a design fee of \$1.2 M for ITS.

*** Arlington County | Virginia**

ITS Program Manager for operating and maintaining 300+ traffic signals, 8000+ smart streetlights, supervising a staff of 25 including engineers, technicians, interns and contractors. Managed ITS Capital Improvement Program (CIP) over \$30M for transportation projects. Integrated new technologies such as infrared detection, 3D pedestrian/bike detection, count stations, Bluetooth systems as part of the ITS Master Plan and managed County ITS assets efficiently. Identified, tracked and measured performance indicators for transportation projects in Arlington County which helps maintain the County's AAA bond ratings. Developed infrastructure to demonstrate connected vehicle pilot integration with signal controllers. Implemented TSP ready signal cabinets for 35 intersections along Lee Highway and developed special bus priority design for BRT buses.

*** Arlington County, Virginia, Arterial Safety Improvement | Virginia**

Design Team Supervisor for \$1 million Arterial Safety Capital Improvement Project to develop design recommendations for high crash locations and managed traffic count database to understand the change in the traffic pattern and analyze STOP/Signal warrants. Built a team of design engineers with multi technical skills to support the County's ongoing design projects. Coordinated County's paving program to identify new opportunities for road diets and complete street programs to improve multimodal connections.

*** Arlington County, Virginia, ITS System Expansion | Virginia**

Project Manager for Integration of a \$1 million Emergency Vehicle Preemption (EVP) system for all intersections along Lee Highway to provide an instant green signal for emergency vehicles. These intersections were upgraded to accept future transit-signal priority. Built \$500K CCTV traffic surveillance with more than 100 cameras controlled by the new central system. Prepared FHWA grant applications and administered VDOT grant-funded programs including CMAQ, RSTP, ARRA funds ranging up to \$10 million. This will enhance Arlington County's existing infrastructure including roads, traffic signals, transit systems and CCTVs. Developed PS&E signal plans for a \$1.8 million project in Crystal City to accommodate future exclusive transitway.



YEARS OF EXPERIENCE
12 Years

YEARS WITH TYLIN
8 Years

EDUCATION
M.S. City and Regional Planning, Georgia Institute of Technology, 2017
B.S. Foreign Service, Georgetown University, 2011

CERTIFICATIONS
American Institute of Certified Planners

AFFILIATIONS
ULI Chicago Elevate State Street Technical Assistance Panel (2023)
American Cities Climate Challenge, Specialized Consultant (2021)
ULI Chicago Resiliency Initiative, Physical Infrastructure Task Force (2020)
American Planning Association
Association of Pedestrian & Bicycle Professionals

PUBLICATIONS
Association of Pedestrian and Bicycle Professionals, Cheat Sheet for Safe Streets, 2023.

Urbanism Next, Accelerating Climate Action in US Cities, 2023.

NACTO Designing Cities, From Pop-Up to Permanent: Delivering Lasting Impact from Pilot Projects, 2020.

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CITY SOLUTIONS

Alex Hanson, AICP

Director, Transportation Planning

Alex is the Director of Transportation Planning at TYLin where he leads multidisciplinary teams of planners, engineers, designers, and data scientists working on innovative transportation projects, programs, and policy initiatives. He works with clients around the country to align transportation policy, street design, and operations with community goals. Alex brings a wealth of experience in multimodal planning, policy, design, and funding and specializes in leveraging emerging data sources to understand complex transportation challenges.

PROJECT EXPERIENCE

City of Ann Arbor, Moving Together Towards Vision Zero | Ann Arbor, MI

Deputy Project Manager

TYLin partnered with the City of Ann Arbor to develop a transformative update to the City's Comprehensive Transportation Plan focused on eliminating deaths and serious injuries from traffic crashes and enabling a rapid shift to a carbon neutral transportation system by 2030. Mr. Hanson acted as deputy project manager and technical lead for the project, helping to develop a successful community engagement process that involved thousands of residents and an innovative analytical approach to understand safety and other transportation needs.

Los Angeles Department of Transportation, Planning for Stress Free Streets| Los Angeles, CA

Project Manager

Develop a network of stress-free neighborhood streets for people walking and biking. Mr. Hanson acted as TYLin's project manager and coordinated with cities across California to gather data on the impact of these projects and developed a new process to estimate reductions in vehicle miles traveled and greenhouse gas emissions. He led the development of new methodologies to quantify the emissions, health, and economic benefits of designing safe, comfortable neighborhood streets for walking and biking and conducted a detailed cost-benefit analysis that found a 5x return from investing in stress-free connections.

New York City Department of Transportation, New York City Streets Plan| New York, NY

Task Lead

TYLin led the development of New York City's Streets Plan, which spurred a historic investment of more than \$900 million to deliver a safer, healthier, and greener city for all New Yorkers. The Streets Plan is a comprehensive strategy to prioritize street improvements and other investments that improve safety, access, equity, and sustainability in how New Yorkers move around and utilize their streets. Develop a performance tracking framework for the plan—identifying performance indicators and targets for the department's key goals. He also led an assessment of NYC DOT's internal processes and systems, focused on how to improve project development and delivery, better engage the public in the planning process, and enhance internal coordination to improve efficiency and effectiveness.

Village of Oak Park, Vision Zero Action Plan | Oak Park, IL

Project Manager

The TYLin team conducted a detailed analysis of crash data and trends, analyzed equity factors related to traffic safety, identified a high injury network, and conducted a systemic safety analysis. Findings from data analysis were paired with insights from an in-depth community and stakeholder engagement process to develop a comprehensive set of recommendations, ranging from specific projects to policy updates and new enforcement tools. Supported the Village in developing a successful Safe Streets and Roads for All grant application to fund more than \$1 million of near-term safety demonstration projects.



YEARS OF EXPERIENCE
11

YEARS WITH TYLIN
2

EDUCATION
Master's of Public Policy,
University of Michigan

BA, Geographical Studies
University of Chicago

PROFICIENCIES
Vision Zero/Pedestrian Safety

Complete Streets Planning
and Design

Grant Writing

Transportation Policy

AFFILIATIONS
Association of Pedestrian and
Bicycle Professionals

American Planning
Association

PUBLICATIONS
Complete Streets Handbook,
City of Milwaukee, 2023

Detroit Comprehensive Safety
Action Plan, City of Detroit,
2022

Streets for People
Transportation Master Plan,
City of Detroit, 2022

High Crash Corridors
Framework, City of Chicago,
2018

Vision Zero Chicago Action
Plan, City of Chicago, 2017

****Work experience prior to
joining TYLin City Solutions***

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CITY SOLUTIONS

Eric Hanss

Senior Associate + Safety Practice Lead

Mr. Hanss is a Senior Associate at TYLin who creates and implements innovative mobility projects that prioritize safety, public health, and equity. His background includes facilitating Vision Zero Action Plans, developing Complete Streets policies and design guidelines, organizational strategy, grant writing, and delivering infrastructure projects that improve safety for people walking, rolling, and biking.

PROJECT EXPERIENCE

City of Detroit, Safe Streets for Detroit – East, West, and Citywide | Detroit, MI

Project Manager | Ongoing

Mr. Hanss is advising on overall strategy, drawing on experience delivering federally funded, multi-location safety projects and his in-depth knowledge of USDOT's SS4A program. He is also leading TYLin planners and engineers develop conceptual designs, and plan sets for all rapid implementation corridors, totaling more than 11 miles.

City of Syracuse, Vision Zero Action Plan | Syracuse, NY

Project Manager | Ongoing

Mr. Hanss is leading the development of an SS4A-compliant safety action plan to advance the City of Syracuse's goal to eliminate deaths and serious injuries, increase walkability, and ensure that all residents have access to convenient and affordable transportation. In addition to citywide crash analysis the action plan includes the development of an action plan, a Complete Streets safety toolkit, and concept designs for high-crash intersections and corridors.

Bloomberg Associates, Asphalt Art Safety Study Phase II | New York, NY

Project Manager | Ongoing

Mr. Hanss is assisting Bloomberg Associates with utilizing near-miss and behavioral video analytics tools to evaluate the effects of geometric changes like intersection realignments and bump-outs utilizing aesthetic asphalt art treatments. The study will illustrate how cities can utilize near miss and behavioral analysis technologies and techniques to rapidly evaluate the performance of safety treatments as they work to achieve Vision Zero.

SEMCOG, SS4A Road Safety Audits | Southeastern MI

Pedestrian and Bicyclist Safety Subject Matter Expert | Ongoing

Mr. Hanss is supporting SEMCOG and the WSP team with road safety audits at multiple locations throughout Southeast Michigan. As an independent auditor, he applies his expertise in identifying safety and accessibility challenges faced by people walking and biking in complex and developing safety mitigations on MDOT and locally owned streets.

Hudson County, Vision Zero Action Plan | Jersey City, NJ

Policy and Process Lead | 2024

TYLin supported Hudson County and the Vision Zero Task Force develop a countywide safety action plan to meet their goal of zero deaths and serious injuries on county roadways by 2034. Mr. Hanss facilitated a Safe Systems policy assessment, transforming identified gaps, barriers, and opportunities into detailed actions and performance measures.

Various, Federal Grant Application Support | Various

Technical Advisor, Lead Author, BCA Advisor | 2022-2024

Mr. Hanss has assisted public agencies secure grant awards totaling over \$150 million from the Reconnecting Communities Pilot Program and Safe Streets and Roads for All program. He has also supported Oak Park, IL and College Park, MD win SS4A awards and was the primary author on two implementation grant wins for the City of Detroit for a combined \$50 million.



YEARS OF EXPERIENCE

20 Years

YEARS WITH TYLIN

10 Years

EDUCATION

M.S. Urban Planning + Policy
University of Illinois at Chicago,
2005

B.A. Communications
Bowling Green State University,
2000

PROFESSIONAL AFFILIATIONS

Urban Land Institute Los
Angeles, 2020 - Present

Transportation for America
Smart Cities Collaborative,
2018

Chicago New Transportation
and Mobility Advisory Group,
2018

APTA Mobility Management
Steering Committee 2015–2020

APTA Sustainability Committee,
2014–2020

Urban Land Institute Chicago
Policy Committee, 2014–2018

APTA BRT Steering Committee,
2010–2018

Autonomous Vehicles and
Public Transport, 2023
Urbanism Next, 2023
Urban Tolling Conference, 2023
AIA Future Mobility Panel, 2022
ULI TOD Council, 2021

Urbanism Next Conference,
2021

AIA Return to Work Panel, 2020

Urbanism Next Conference,
2019

Tom Tom Festival, 2019

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CITY SOLUTIONS

Joe Iacobucci

Vice President | New Mobility Practice Leader

Mr. Iacobucci is an internationally recognized leader in mobility; guiding clients to manage the confluence emerging technologies and traditional methods to enhance sustainable modes. Key to his approach is his intuitive grasp of equity measures, active transportation, mass transit, mobility pricing, and transportation technology which has led to success in supporting clients in major street, community, and city transformation projects.

PROJECT EXPERIENCE

Los Angeles Department of Transportation, Planning for Stress Free Streets | Los Angeles, CA

Project Director

Mr. Iacobucci led the TYLin team to provide analysis of a 400-mile network of stress-free neighborhood streets for people walking and biking. The team conducted analysis of the health, safety, environmental, and economic benefits of creating comfortable, safe neighborhood streets – finding that build out of the network would deliver a 5 times return on investment. The team also analyzed the equity implications of the project, assessing the share of investment and benefits targeted towards disadvantaged communities in central LA.

Los Angeles Department of Transportation, Taxicab and Private Transportation Vehicle Regulatory Approaches | Los Angeles, CA

Project Director

Mr. Iacobucci is the Project Director for this project that will bring LADOT’s taxi and private transportation vehicle regulation framework into alignment with the current and evolving transportation landscape, including new mobility, Mobility as a Service (MaaS), and other emerging technologies. This project is a tactical step forward in achieving the goals set in the LADOT Strategic Implementation plan and Urban Mobility in a Digital Age.

Preparing Autonomous Vehicles for Public Transportation: Understanding Microtransit in the United States, National Study | National, USA

City Solutions | Project Director

Joe is the Project Director for this research project with public agencies to define key performance indicators and overall markers of success for microtransit services across financial, performance, and operational categories. Agencies researched and/or interviewed include RTD (Denver), MBTA (Boston), and MARTA (Atlanta), SacRT (Sacramento), DART (Dallas), and Metro (Los Angeles). These agency insights formed the initial baseline for recommending the potential “sweet spot” for AV-based microtransit in the United States.

SFCTA Downtown Congestion Pricing Study | San Francisco, CA

Senior Advisor

Mr. Iacobucci is serving as a Senior Advisor assisting the development process to identify potential congestion pricing programs for screening, analysis and evaluation, and refinement toward a preferred alternative. This role has involved developing the goals and objectives for the study, as well as the metrics for evaluating potential programmatic elements.

Huntington Beach Mobility Implementation Plan | Huntington Beach, CA

Project Director

Mr. Iacobucci is serving as the Project Director for this project that will identify both programmatic updates to enhance sustainable mobility options for residents, workers and visitors. In addition, the project will make specific recommendations for key projects as beach path access, micromobility policy, and other modes.



Carlos Alonso, PSM, EI

Senior Surveyor and Mapper

Years of Experience

27

Years with MG

20

Education

BS Civil Engineering,
Florida International
University, 2007

AS Land Surveying,
Miami Dade College,
2003

Registration

S

Professional
Surveyor & Mapper,
Florida License No.:
LS6669 07/22/2008

Engineering Intern,
Florida License No.:
1100011603,
07/03/2007

Professional Affiliations

Surveying & Mapping
Society of Florida

Surveying Experience

Manuel G Vera &
Assoc., Inc (2005-
Present)

Weidner Surveying &
Mapping (1999-2005)

Fernando Z. Gatel, Inc.
(1998-1999)

Weidner Surveying &
Mapping (1997-1998)



Mr. Carlos Alonso is one of our licensed Surveyor & Mappers on staff. Mr. Alonso has over 27 years of experience in the surveying field. He is proficient with CAICE, GEOPAK, Microstation, AutoCAD, Trimble, GPSurvey, and Trimble Geomatics Office, Hector, EFBP, Terramodel as well as numerous other survey and office software. In addition, he has field experience with several instruments and data collectors including Trimble GPS units, TSC1, TSCE, ACU, Robotic Total Stations, and levels, Ashtech GPS units and a variety of other total stations, levels, and instruments. Mr. Alonso is up to date with the current technology and is well trained with the latest technology, Laser Scanning. He is very familiar with the preparation of: Design Surveys, Right-of-Way Control Surveys, Right-of-Way Mapping, Construction Layouts, As-built Surveys, Drainage Surveys, and many more.

Project Experience

FDOT District 4, Continuing Services for Survey, Mapping, and SUE (C-AG53)

Task driven contract performing miscellaneous Survey and Mapping services in Broward, Indian River, Martin, Palm Beach, and St. Lucie Counties, and all municipalities within the district. Services include, but are not limited to: Field Surveys, Historical Baseline and Existing Right of Way Determination, Global Positioning System (GPS) Surveys, Monumentation Surveys, Bathymetric Surveys (which includes single beam, multi beam and side scanner sonar capabilities), Utility Designation and Excavation (including Underwater Utilities), Tree Surveys (trees identified by an Arborist or Landscape Architect), Right of Way Control Survey Maps, Right of Way Maps, Maintenance Maps, Right of Way Monumentation Maps, Boundary Surveys, Quality Assurance Reviews, Expert Witness Testimony, Title Search Plotting Maps, Title Document Review and Analysis, Sketches, Parcel Staking, and Legal Descriptions. *FDOT District 4 | Jeffery Smith (954) 777-4560, jeffery.smith@dot.state.fl.us | Role: Principal-In-Charge | 11/2021 thru On-Going | Contract Amount: \$5 Million*

SR 9 (I-95) Express Lanes Phase 3C Design-Build

This project is Phase 3C of the Department's overall Phase 3 implementation of Express Lanes along the I-95 Corridor within Broward and Palm Beach Counties. MG is responsible for providing survey and mapping services, including: the establishment of horizontal (NAD 83/90) and vertical control (NAVD 88) networks, topographic/DTM (3D) survey, bridge surveys which include a complete structural control survey of the bridge deck and bottom, supplemental bridge surveys as needed, geotechnical support, and work zone safety. *BCC Engineering, Inc. | Juan Carlos Alcantara, PE (954) 928-1828, calcantara@bcceng.com | 10/2018 thru 10/2023 | Subcontract Amount: \$482,126.78*

SR814/Atlantic Blvd. from NW 27th Ave. to NW 16th Ave.

This RRR project runs along Atlantic Blvd (Roadway ID: 86130000) in Broward County from NW 27th Ave (MP 3.591) to NW 16th Ave (MP 4.591). The existing typical section consists of a 6-lane divided Urban Minor Arterial with 11'-12' travel lanes, type F curb & gutter and sidewalk on both sides. The intent of the project is to mill and resurface the existing pavement, provide signal upgrades at the signalized intersections, and replace non-compliant pedestrian curb ramps. MG is responsible for performing the necessary survey tasks to gather sufficient survey data to complete a Design Survey. The scope of services includes Horizontal and Vertical Control, Alignment, and existing R/W lines, Topographic survey/DTM (3D), Roadway Cross sections, Underground utilities, Mobile LiDAR targets, and Drainage survey. *BCC Engineering | Anthony Jorges, PE ajorges@bcceng.com (305) 670-2350 | 12/27/2021 thru 09/06/2024 | Contract Amount: \$81,452.58*



Mark Sowers, PSM

SUE Director / Chief Surveyor & Mapper

Years of Experience
37

Years with MGV
10

Education
Bachelor of Science,
Land Surveying,
University of Florida,
1988

Registrations
Professional Surveyor
& Mapper, Florida
License No.: LS5266,
07/19/1993

Professional Affiliations
Florida Surveying &
Mapping Society

The Transportation and
Expressway Authority
Membership of Florida

Surveying Experience
Manuel G Vera & Assoc.,
Inc (2015 - Present)

Cardno TBE
(2001 - 2015)

FDOT, District 4 (1993 -
2001)

Kimley Horn & Assoc., Inc.
1991 – 1993)

Avirom & Hall
(1990 - 1991)

Keith & Schnars
(1988 - 1990)



Mr. Sowers is a highly experienced Professional Surveyor & Mapper with 37 years of expertise across Florida, specializing in field operations management, quality assurance, consultant oversight, and the implementation of industry's best practices. He manages and oversees survey field operations, ensuring efficiency, accuracy, and compliance with regulatory standards, while also conducting final QA/QC reviews to validate deliverables before client submission. Mr. Sowers is proficient in the latest surveying technologies, geospatial data processing, and digital workflows, enhancing operational effectiveness. His expertise extends to strategic management and process improvement, where he develops and implements effective management strategies to optimize project performance and efficiency. Mr. Sowers served eight years with the Florida Department of Transportation District IV, including four years as District Surveyor, where he played a key role in statewide contract process improvements. He was a chairperson for FDOT's Survey Technical Advisory Committee and a member of the committees responsible for the development and implementation of the staff-hour estimating form and project network control (PNC) sheet.

Project Experience

FDOT District 4, Districtwide Continuing Services for Survey, Mapping, and SUE (C-AG53)

Task driven contract performing miscellaneous Survey and Mapping services in Broward, Indian River, Martin, Palm Beach, and St. Lucie Counties, and all municipalities within the district. Services include, but are not limited to: Field Surveys, Historical Baseline and Existing Right of Way Determination, Global Positioning System (GPS) Surveys, Monumentation Surveys, Bathymetric Surveys (which includes single beam, multi beam and side scanner sonar capabilities), Utility Designation and Excavation (including Underwater Utilities), Tree Surveys (trees identified by an Arborist or Landscape Architect), Right of Way Control Survey Maps, Right of Way Maps, Maintenance Maps, Right of Way Monumentation Maps, Boundary Surveys, Quality Assurance Reviews, Expert Witness Testimony, Title Search Plotting Maps, Title Document Review and Analysis, Sketches, Parcel Staking, and Legal Descriptions. *FDOT District 4 | Jeffery Smith (954) 777-4560, jeffery.smith@dot.state.fl.us | 02/2017 thru 02/2022 | Contract Amount: \$5 Million*

Belvedere Road Boundary Topo and ALTA survey, West Palm Beach, FL

MGV was responsible for performing design survey services. The proposed survey scope of work includes the following: Horizontal Control, Planimetric (2D), R/W Staking/R/W Line, Specific Purpose Survey, and Work zone safety as required by FDOT standards. *AECOM | Loretta Owens, loretta.owens@aecom.com (727) 642-3028 | 03/2022 thru 08/2022 | Contract Amount: \$28,500*

SR9 at SR-842/Broward Blvd. Interchange

MGV conducted a Design Survey service, during which we established secondary control points as necessary to complete the scope. Additionally, MGV set 5 Mobile LiDAR targets along the southbound ramp from the Tri-Rail station and provided a Topographic/DTM (3D) survey. The survey encompassed drainage structures, including invert, top and bottom elevations, size, and type for pipes, within the extended survey limits, excluding the bridge deck. Mobile LiDAR methods were employed to survey the Southbound/Northbound Tri-Rail HOV Ramp bridge deck, ensuring adherence to F.D.O.T. standards for work zone safety. To facilitate these tasks, 2 extra days were allocated for Maintenance of Traffic (MOT) along the southbound on-ramp from the Tri-Rail station, allowing for the setup of Mobile LiDAR targets, horizontal mapping of the targets, and the completion of a closed bench loop (down and back along the ramp shoulder, considering the absence of vertical control in the centerline of I-95). *Client:*



William "Garth" Thompson

Senior Utility Coordinator

Mr. Thompson brings 19 years of specialized expertise in underground utility location and conflict resolution, supporting both public and private clients on transportation projects with a focus on effective utility coordination. He actively participates in triannual FUCC meetings and FDOT Utility Liaison Conferences, ensuring alignment with statewide standards and practices. In addition, Mr. Thompson is an active member of multiple Local Utility Coordinating Committees across Florida, where he fosters and maintains strong relationships among Utility Agency Owners, project clients, and governmental agencies to streamline project delivery and resolve utility conflicts efficiently.

Availability

75%

Years of Experience

19

Years with MG

2

Education

Bachelor of Science, Education, Jacksonville State University, 2010

Registrations

Marion County Utility Coordinating Group – Past Chair

Central Florida Utility Coordinating Group (CFUCG)

FDOT District 1 Utility Liaison Planning Committee

Florida Utilities Coordinating Committee (FUCC) – Underground Committee Co-Chair

FDOT District 5 Utility Liaison Committee Chair

Surveying Experience

Manuel G Vera & Associates, Inc. (2023-current)

GPI, Inc. (2020-2023)

Diversified Underground Solutions, (2019-2020)

USIC (2006-2019)



Project Experience

Venetian Causeway Bridge Replacement, Miami-Dade County, Florida

MGV was responsible for providing Subsurface Utility Engineering and Utility Coordination services, which encompassed the following deliverables: Up to 10 Quality Level A utility locates (test holes), with each locate (test hole) including horizontal coordinates, depth of cover, elevation, size, type, material, and general direction of each identified utility. Additionally, the services included Utility Coordination Services, Advanced MOT for lane closure, and securing permits. *EAC | Enrique Crooks, PE (305) 265-5400, rcrooks@aeconsult.com | 05/03/2022 thru On-going | Contract amount \$77,054.93*

FDOT District 4, SR 9/I-95 & 10th Avenue North Interchange Modifications This project consists of modifying the existing Diamond Interchange by widening the existing 10th Ave North bridge over I-95 and the bridge over the South Florida Rail Corridor to accommodate the DDI. Utility Coordination services include coordination with the following 8 UAOs: AT&T Distribution, City of Lake Worth Beach (Water, Sewer, Electric), Comcast, Crown Cable NG (Fiber), Florida Public Utilities Co., Hotwire Communications, MCI, and Palm Beach County Traffic Operations. *WSP | Yamila Hernandez, PE (305) 514-6154, yamila.hernandez@wsp.com | 12/2021 thru On-Going | Subcontract Amount: \$17,706.24*

FDOT District 4, SR-A1A Sebastian Inlet Bridge Replacement

MGV is responsible for delivering comprehensive Surveying and Utility Coordination services for this design project, which involves replacing the existing SR-A1A bridge over the Sebastian Inlet (Bridge ID 880005) with a new bridge. The new structure will feature a typical section consisting of two 12-foot travel lanes, two 8-foot shoulders, and two barrier-separated 12-foot shared-use paths. *Transystems Corporation | Ian N. Biava, PSM, (954)653-4700, ibiava@transystems.com | 11/01/2022 to Ongoing | Contract Amount: \$12,479.37*

FDOT District 4, Cove Road (SR76/Kanner Highway to SR/US 1)

MGV is responsible for delivering Utility Coordination services for this PD&E project. This Martin County MPO priority project aims to reconstruct Cove Road (off-system) from SR-76/Kanner Highway to SR-5/US-1. The project includes urbanization, constructing a median, widening the road from 2 lanes to 4 lanes, and adding a bike lane in each direction. It will upgrade existing signalized intersections and evaluate and propose new signalization where needed. Additional improvements include a new drainage system with retention basins, lighting, signage, pavement markings, sidewalks, and a shared-use path. The project will also connect to the I-95 ITS system to provide drivers with real-time information on Cove Road. *Inwood | David Dangel, PE, (407) 815.3583, ddangel@inwoodinc.com | 05/2024 to Ongoing | Contract Amount: \$17,269.37*

FDOT D5, Utilities Continuing Services Contract (2021-2026) - The contract includes utility coordination services, utility certifications, phase reviews of construction plans, attendance project development meetings on projects developed by the District in-house staff, project management



Mark Santos, PE, PTMP

Parking Design

Mark is the Principal for Walker in our Fort Lauderdale office. He has a B.S. in Civil Engineering, is a registered Professional Engineer in Florida and Pennsylvania, is trained as a Parksmart Advisor through the GBCI and USGBC, and is a Parking, Transportation & Mobility Professional (PTMP). He has more than 24 years of experience in parking planning, design, and restoration. He is highly skilled in the planning, functional design, operational consulting, and rehabilitation of parking facilities.

Mark specializes in both public and private-sector projects with an emphasis on complex mixed-use projects in the entertainment, transit, retail, and healthcare markets. With Mark's unique background of functional and structural design of new parking structures, and the assessment and restoration of existing parking structures, he is able to extend his knowledge to enhance the durability of parking structures while maintaining a user-friendly experience.

Education

Bachelor of Science, Civil Engineering,
The Pennsylvania State University

Registrations

Licensed Professional Engineer in the
State of Florida, (70351)

Licensed Professional Engineer in the
Commonwealth of Pennsylvania
(73251)

Parksmart Advisor – GBCI

Parking, Transportation & Mobility
Professional (PTMP)

Affiliations

Florida Parking & Transportation
Association (FPTA) – Past President
(2020) – Served on the board
between 2010-2020, most recently
serving as Past President in 2020.

International Parking & Mobility
Institute (IPMI) – Awards Committee
Member

AIA Miami Diversity & Inclusion
Committee – Member

Publications

Parking Consulting

Functional Design

Structural Engineering Design

Mixed-Use Design

Project Management

Construction Document Development

Construction Administration

Project Highlights

Miami International Airport Garages Exterior Cladding

Miami, FL

Structural Engineering services for the existing Flamingo and Dolphin garages and Ibis garage under construction.

The Breakers Central Park

Palm Beach, FL

Project Manager and Prime Designer. Proposed 850 space parking garage with one basement level below supported lawn area. Walker's services include Parking Designer, Structural Engineer, Waterproofing Designer, and Production Architect.

901 North Federal Highway

Hollywood, Florida

Project Manager. Mixed-use complex including nearly 800 residential units, 188 key hotel, over 200 ksf of commercial space (retail, grocer, restaurants), and a parking garage containing nearly 1,800 parking spaces. Through our work on this project we have become familiar with the area, roadways, and traffic patterns. In addition to functional design work including ramping systems and streamlining vehicular flow, our scope included parking allocation for each user within the development.

300 West Broward

Fort Lauderdale, Florida

Project Manager. Proposed 48-story mixed-use residential development. Nearly 950 units are supported by approximately 1,000 parking spaces. Functional Design.



Tom Szubka, PTMP, CPP

Parking Studies

Tom is a parking and mobility professional with executive experience and nearly 28 years in the industry. His experience includes private operations, municipal operations, and technology solutions. Tom joined Walker in 2019 after serving roles in the solutions space (Flowbird and T2). He also was the Operations Superintendent for the award-winning City of Tampa Parking Division where he oversaw several PARCS installations/upgrades, a multispace on street meter program installation, pay-by-phone technology implementation, and a surface lot multispace meter program implementation. Tom has also held leadership roles for one of the largest private parking operators, including special event management, business development, corporate parking operations, and valet parking programs.

Education

Bachelor of Arts, Finance, University of Illinois

Registrations

Parking, Transportation & Mobility Professional (PTMP)

Certified Parking Professional (CPP)

Accredited Parking Organization Site Reviewer Certification, International Parking and Mobility Institute

Certified FEMA Incident Command System 100, 200, and 700 level

Parksmart Advisor Certification Program an International Parking and Mobility Institute and Green Business Certification Inc.

Affiliations

Florida Parking and Transportation Association

International Parking and Mobility Institute

American Mensa – Lifetime Member
 Tampa Public Leadership Institute
 Leadership Tampa Alumni

Technical Expertise

Parking and Mobility Planning

Parking and Mobility Technology Solutions

Financial Analysis

Project Highlights

City of Knoxville
 Knoxville, TN
 Downtown Parking Evaluation Study

City of Fort Pierce
 Fort Pierce, FL
 Parking System Analysis and Operations Consulting

St. Armands Parking District Paid Parking Program
 Sarasota, FL
 Parking Revenue Projections and Financial Analysis

City of Fort Myers On-Street Parking
 Ft. Myers, FL
 Functional Evaluation and Technology Specifications and Procurement

City of Orlando Loch Haven
 Orlando, FL
 Parking operations study

City of Miami Beach
 Miami Beach, FL
 Parking Master Plan Update, Financial Impact Analysis

City of Melbourne
 Melbourne, FL
 Parking Stakeholder Focus Group Facilitation

Sunseeker Resort Charlotte Harbor
 Port Charlotte, FL
 Scoping and Procurement consulting for Parking Access and Revenue Control Systems (PARCS) and the Valet Parking System (VPS) Solutions serving a destination resort

Center for Disease Control (CDC) – Roybal South and West Parking Deck
 Atlanta, GA
 Consulting Services to Scope and Procure Facility-Count, Automated Parking Guidance System (APGS) and Access Control System (ACS) utilizing Fixed License Plate Recognition (LPR)

Brickell Fire Station
 Miami, FL
 Shared Parking Study for high-rise mixed-use development of approximately 2,457,000 sf

ALFREDO SUAREZ

PROJECT MANAGER

EXECUTIVE BIO

Alfredo is the Operations Manager for all work orders in the state of Florida. He has extensive background experience in client relationship management, project management, and operations management. He is familiar with all aspects of data collection project management including creating estimates, determining proper collection methods, managing Field Technicians, data quality control, and data delivery. Alfredo's experience allows him to suggest reliable and practical solutions to data collection challenges for his clients.

PROJECT EXPERIENCE

SUNRUNNER BRT SIGNAL RETIMING TRAFFIC COUNTS | PINELLAS COUNTY | PENNONI – As Project Manager, Alfredo Suarez oversaw the collection of turning movement and volume counts at 80 locations across Pinellas County. Alfredo led coordination efforts with the client to meet data specifications and requirements. By deploying 120 cameras, QC completed data collection in one week, delivering results promptly to support the bus corridor's signal retiming initiatives.

PASADENA AVE TRAFFIC COUNTS | PINELLAS COUNTY | KITTELSON & ASSOCIATES –QC, led by Alfredo Suarez provided peak hour turning movement counts and 72-hour approach volume counts for Pinellas County on Pasadena Ave. Their strategic use of camera setups maximized resource efficiency by capturing TMC and approach data simultaneously, achieving cost savings and high data quality for traffic analysis.

HAINES CITY/POLK COUNTY TRAFFIC COUNTS | RAYSOR TRANSPORTATION – Project Manager Alfredo oversaw the setup of 88 cameras across 68 peak hour TMC locations, capturing 352 hours of traffic data. Alfredo's leadership ensured seamless execution, delivering essential data for citywide traffic flow analysis.

LAKE COUNTY TRAFFIC COUNTS | LAKE COUNTY, FL | HALL PLANNING & ENGINEERING – As Project Manager, Alfredo Suarez managed traffic data collection for Lake County, covering 14 TMC and 5 volume only count sites. Alfredo handled unexpected challenges when county employees removed cameras mid-count, quickly liaising with the engineer to secure permits and re-establish setups. His proactive approach minimized disruptions, ensuring the project's timely completion.



CONTACT

📍 Tampa, FL

✉️ asuarez@qualitycounts.net

☎️ 813.508.3664

EDUCATION

Diploma – Hillsborough High School (2005)

AFFILIATIONS

Florida/Puerto Rico ITE – Member

CERTIFICATIONS

FDOT Intermediate Temporary Traffic Control



TRUE DATA TO IMPROVE MOBILITY



History & Past Performance of the Firm

The pages that follow highlight our firm's extensive project experience relevant to the services sought by the City of Fort Lauderdale. Headquartered in South Florida, Street Plans' work includes working with Miami-Dade County to create the county's first program dedicated to the delivery of citizen-proposed transportation projects, working with the Broward Metropolitan Planning Organization on its Complete Streets Initiative to implement active transportation pilot projects, developing a multi-modal mobility plan for the U.S. 1 Corridor in the Village of Pinecrest, and city-wide bicycle master plans. We currently serve as on-call consultants for the Broward County Metropolitan Planning Organization for General Planning, and for the City of West Palm Beach for Transportation Planning and General Planning services.



Street Plans also worked in Key West to implement Neighborhood Greenway elements.

South Florida Project Experience

MIAMI BEACH ON-CALL SERVICES 2012 - ONGOING | MIAMI BEACH, FL

(COMPARABLE ON-CALL CONTRACT: SIMILAR SCOPE & SERVICES TO CITY OF FT. LAUDERDALE RFQ)

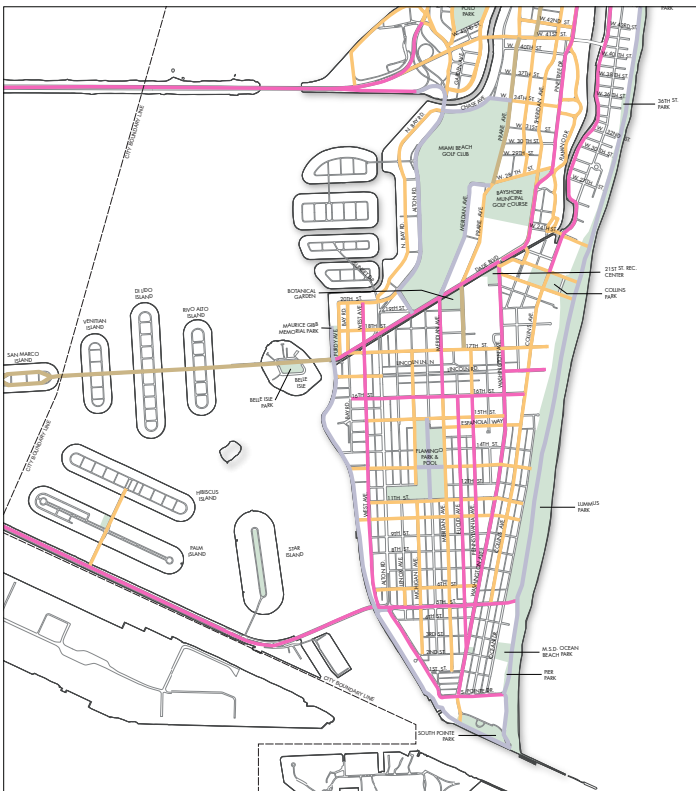
Client: City of Miami Beach, FL
Contact: José González, (305) 673-7000, josegonzalez@miamibeachfl.gov
Cost (Fee): Range from \$35,000 - \$385,000
Contract Period: 2012 - Ongoing
Street Plans Team Roles: Tony Garcia, Principal; Thomas Isola, Project Engineer; Dana Wall, Project Manager; Amalia Tomey, Project Designer

Description of Services: Street Plans has a long history of working with the City of Miami Beach. Our firm was founded in Miami Beach, and our staff and principals have fostered lasting relationships with the community, city staff, and elected officials for nearly two decades. We have an encyclopedic knowledge of the city's planning documents—having authored several—and an unmatched understanding of how to take projects from concept to completion. Over the past ten years, we've completed more than 10 transportation planning and street design projects in the city.

Street Plans has served on the City's on-call consultant team since 2012 and has been a pioneer in redesigning its street network to favor sustainable transportation modes. In 2016, they created the Miami Beach Bicycle Pedestrian Master Plan & Street Design Guidelines and led the transportation planning component of the North Beach Master Plan—both adopted that year.

In addition to projects we've led, the City has implemented more than a dozen projects based on our concepts, including the first protected bike lane on West Avenue (2017) and the upcoming reconstruction of 72nd Street. Street Plans continues to work closely with Miami Beach to design and implement projects that make streets safer and more convenient for cyclists and pedestrians.

All of the Miami Beach projects in the following pages were completed as Task Work Orders under our longstanding On-Call contracts.



The Miami Beach Bicycle Master Plan network includes the introduction of several new types of bikeways, including protected bikeways and neighborhood greenways.



As a part of the Street Design Guide, Street Plans illustrated different types of on and off-street bicycle infrastructure, like the two-way protected bike lane above illustrated here.



With a strong focus on implementation, the Miami Beach Bicycle Master Plan has led to transformation along key corridors, such as West Avenue (above).

CAM #26-0554

Exhibit 12

Page 48 of 125

BTACTICAL COMPLETE STREETS DEMONSTRATION PROJECTS - PHASES I & II

FT. LAUDERDALE & DEERFIELD BEACH, FL

Client: Broward Metropolitan Planning Organization, Broward County, FL

Address: 100 W Cypress Creek Rd #650, Fort Lauderdale, FL 33309

Contact: Stephanie Garcia, (954) 876-0033

Cost (Fee): \$130,000

Contract Period: 2021-2022

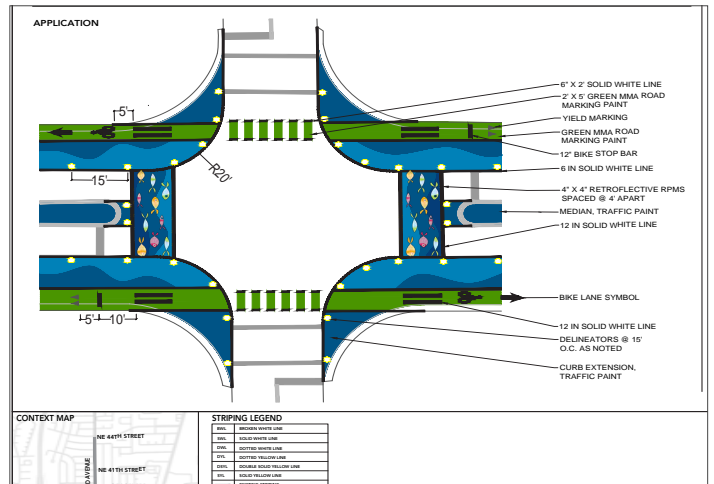
Street Plans Team Roles: Tony Garcia, Principal; Dana Wall, Project Manager; Amalia Tomey and Catalina Ruiz-Lucio, Project Designers

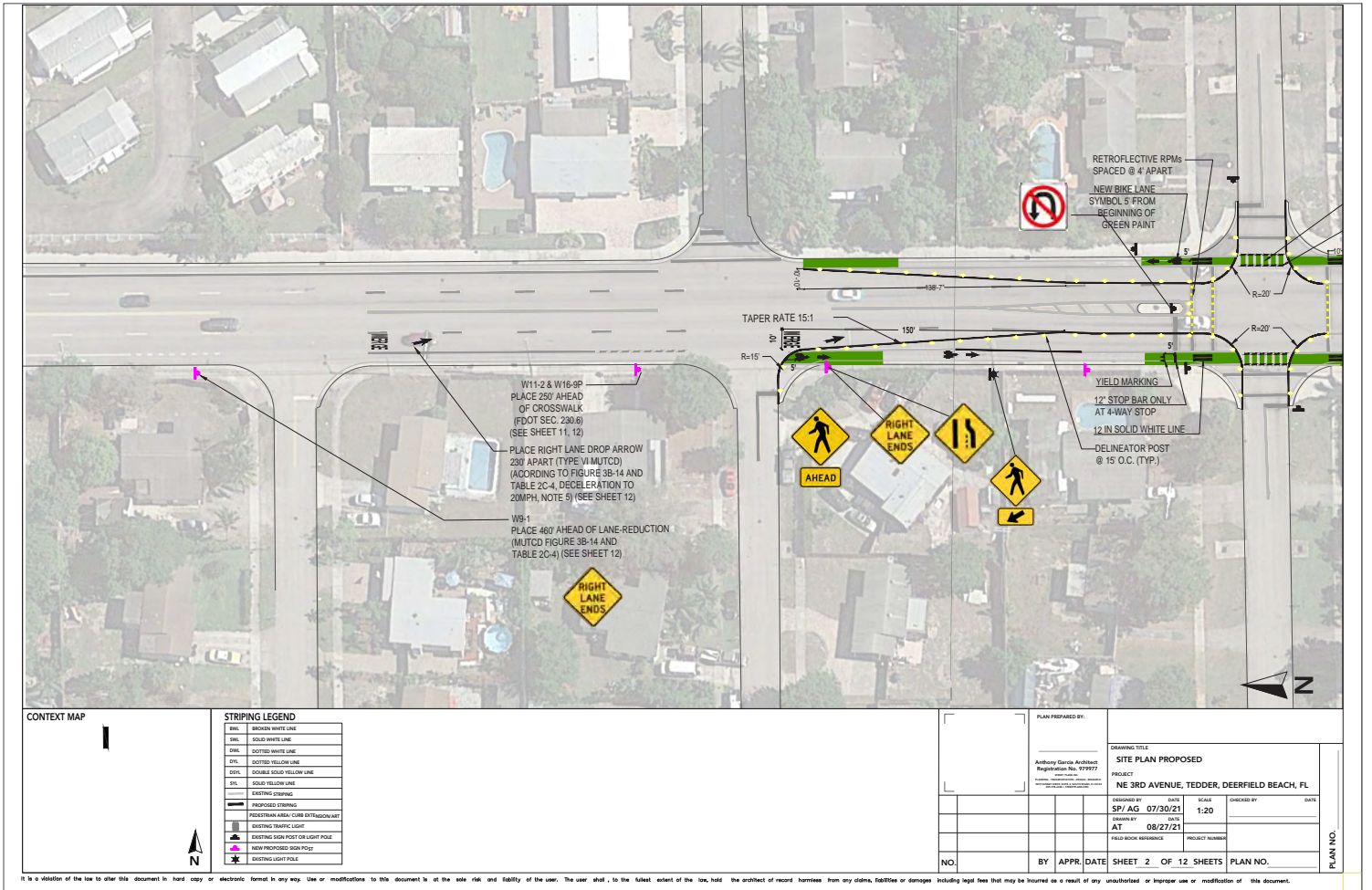
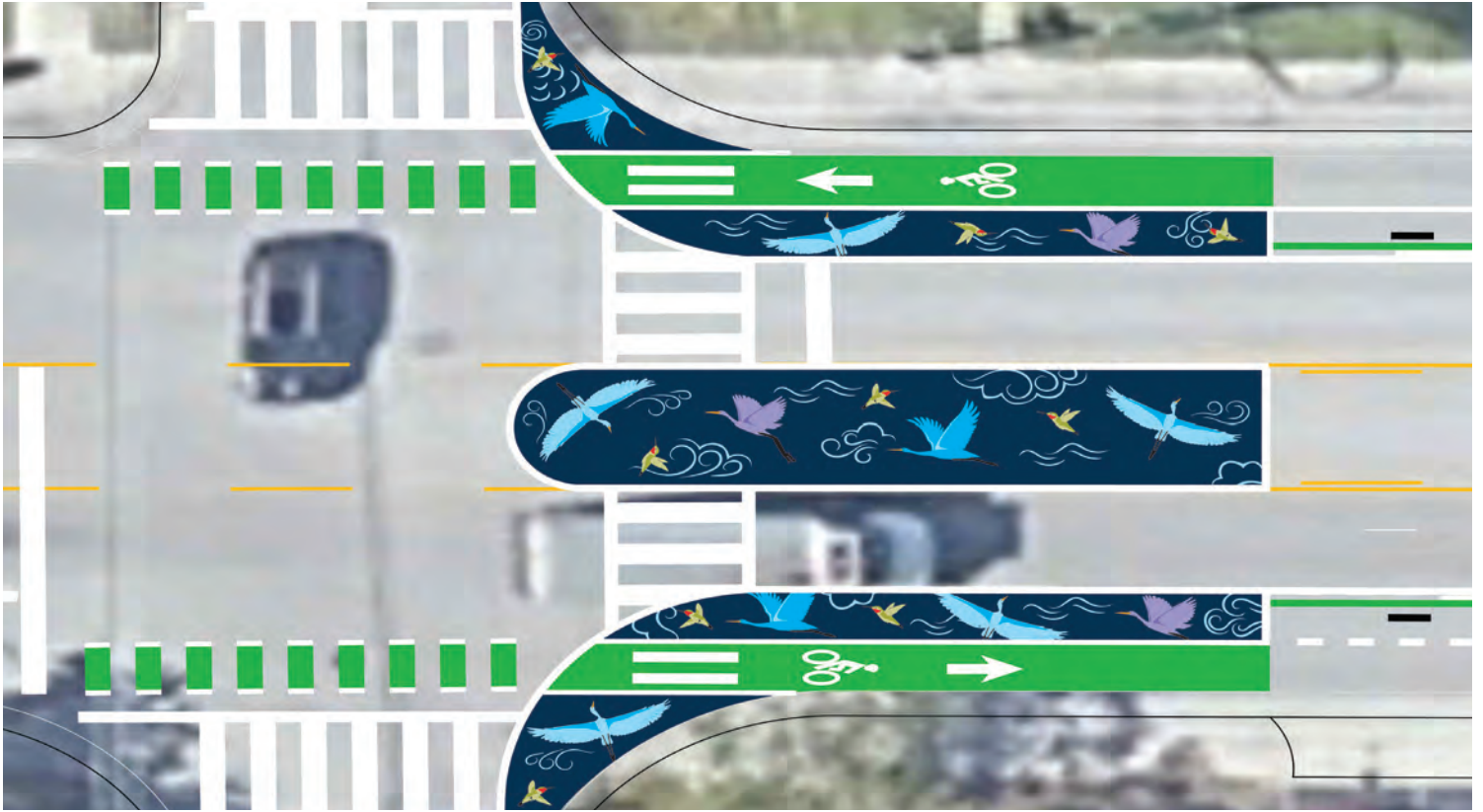
Street Plans led the first two phases of the BTactical Program for the Broward MPO's Complete Streets Division, designing and delivering two quick-build safety demonstration projects in Deerfield Beach and Fort Lauderdale. Both projects addressed corridors listed on the Broward High Injury Network and prioritized community-led engagement, low-cost implementation, and measurable safety outcomes.

The Deerfield Beach project focused on NE 3rd Avenue near a hospital and two schools – a 0.6-mile segment with three traffic fatalities in the past five years. Street Plans led a Walk & Talk workshop, refined the design with neighborhood feedback, and implemented a lane reduction, buffered bike lanes, three new crosswalks, eight art crosswalks, and vertical bike lane protection with over 70 volunteers. Within four months, bicycle and pedestrian activity significantly increased.

In Ft. Lauderdale's Lake Ridge neighborhood, Street Plans led in-person and virtual workshops, stakeholder focus groups, and block-level outreach to co-develop a lane repurposing project on NE 15th Avenue. The final design included a 5-foot bike lane with a 5-foot buffer, nine new crosswalks, two pedestrian refuge islands, and over 60,000 square feet of asphalt art. The project resulted in a 50% reduction in speeding vehicles and a 5 mph drop in average speeds within the first month of installation.

These projects highlighted Street Plans' ability to coordinate with multiple public agencies, lead meaningful public engagement, deliver context-sensitive tactical street design, and manage the full arc of project delivery with a short timeline and limited budget.





FLAMINGO PARK SLOW STREETS ANALYSIS & KIT OF PARTS | MIAMI BEACH, FL

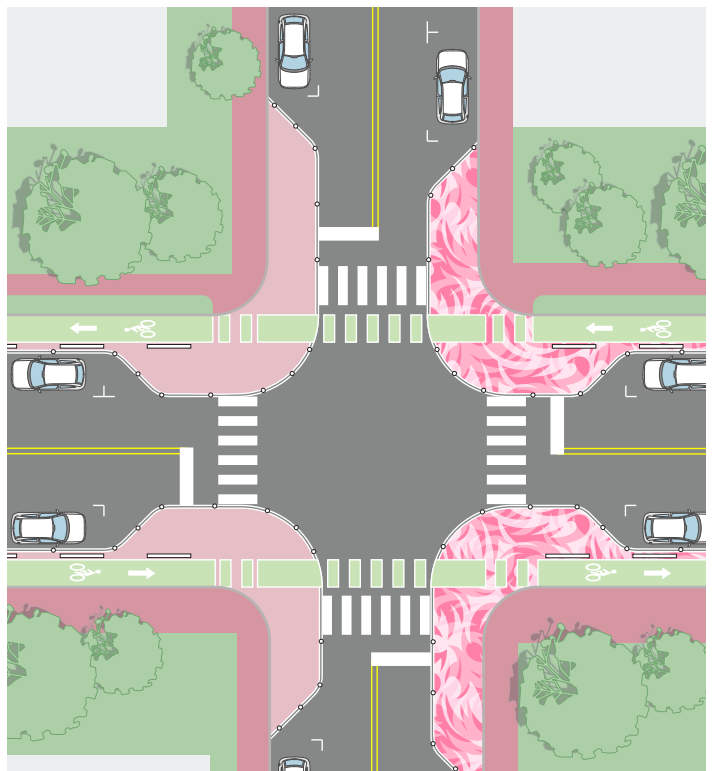
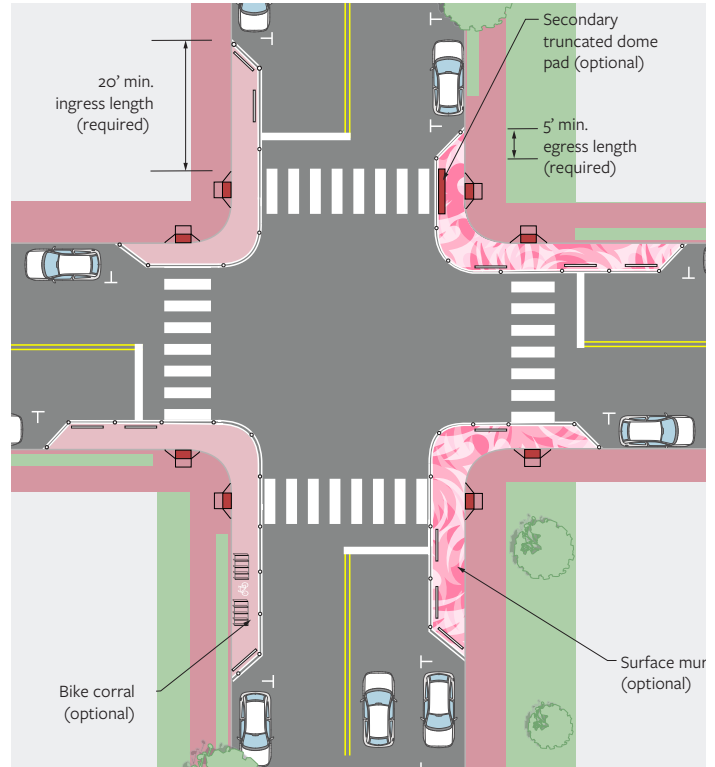
Client: City of Miami Beach (FL)
Contact: José González, (305) 673-7000, josegonzalez@miamibeachfl.gov
Contract Period: 2022-Ongoing
Cost (Fee): \$385,000
Street Plans Team Roles: Tony Garcia, Principal; Thomas Isola, Project Engineer; Amalia Tomey, Project Designer

Description of Services: Street Plans was engaged by the City of Miami Beach to develop the Flamingo Park Neighborhood Slow Streets 2.0 Plan with the City, County, and community. The plan creates low-stress streets for walking and biking through low-cost traffic calming and street design.

Street Plans analyzed existing conditions and identified traffic-calming project types suitable for quick-build implementation, including curb extensions, traffic circles, diverters, signage, and asphalt art. Using these typologies, the team selected project locations in Flamingo Park and created a Kit of Parts for each, with materials, specifications, and cost analysis.

After City review of the Kit of Parts, Street Plans developed block-by-block conceptual plans for two corridors, building on the 2020 Slow Streets Network Plan. The team also prepared a public engagement and communications plan to gather community input and guide project development. Street Plans worked closely with City staff to prepare presentations to City committees, review staff memos, and identify budget requests to move the project from concept to built reality.

Implementation began in September 2025 on Jefferson Avenue (11 Street to 5 Street) and on 13 Street (Meridian Avenue to Washington Avenue). Completion is scheduled for January 2026. Improvements include a two-way separated bicycle facility with a protected buffer on Jefferson Avenue, curb extensions at intersections to shorten crossings, painted median islands, and rubber speed cushions on 13th Street. Delivered via quick-build methods such as pavement markings, delineators, and MUTCD-compliant signage, these measures will be evaluated over a one-year pilot.



The Kit of Parts included detailed diagrams for the application of different typologies with design standards and best practices.

SAFE STREETS PALMETTO BAY SAFETY ACTION PLAN | PALMETTO BAY, FL

Client: Village of Palmetto Bay, FL
 Dionisio Torres, Director of Public Services
 dtorres@palmettobay-fl.gov

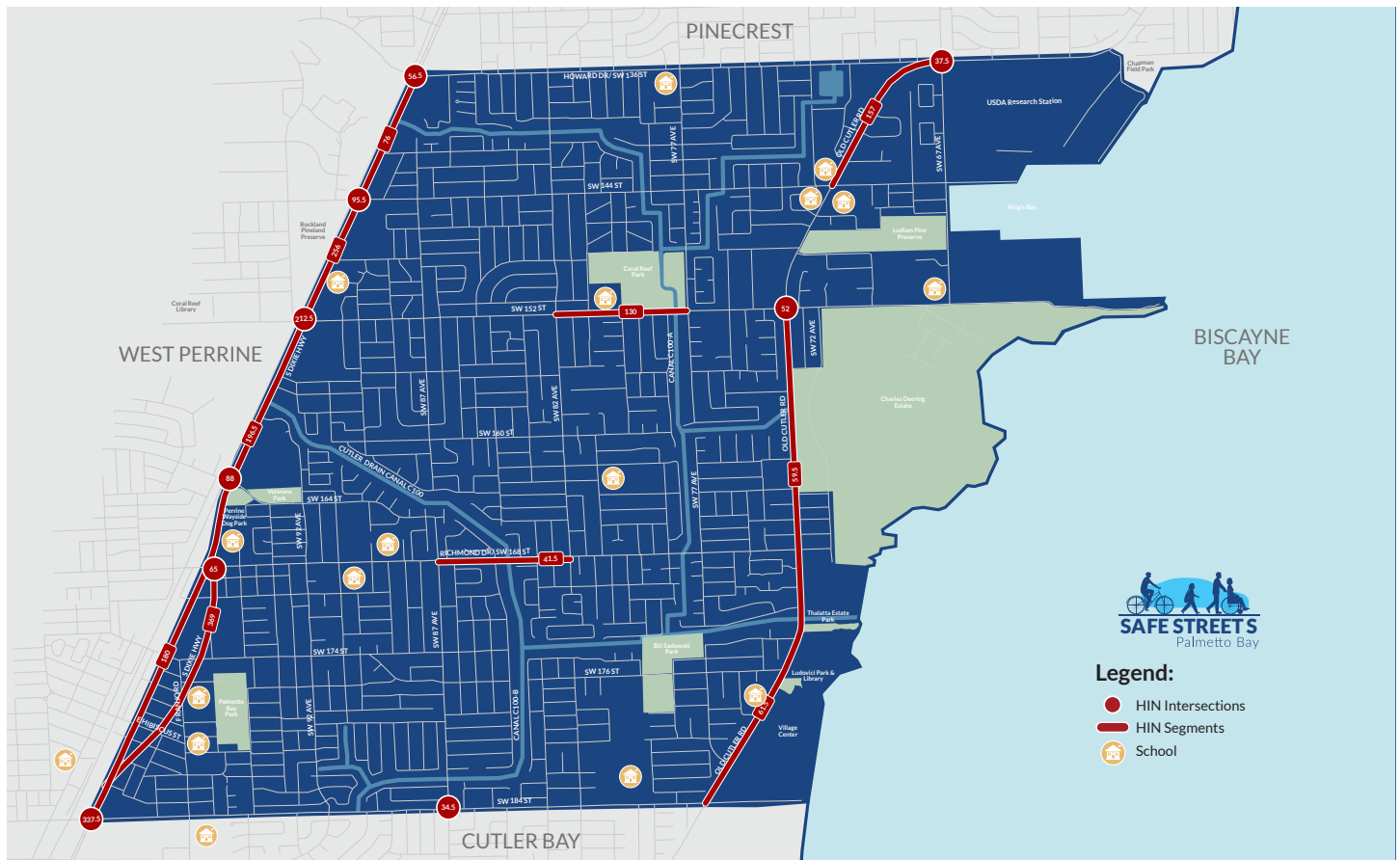
Year: November 2024–Ongoing

Project Team: Anthony Garcia, Principal-in-Charge;
 Dana Wall, Project Manager; Amalia Tomey &
 Catalina Ruiz Lucio, Project Designers

Description of Services: With partners TYLin and Equitable Cities, LLC, Street Plans is leading the Village of Palmetto Bay's Safe Streets Palmetto Bay Action Plan (SS4A). The Plan will bring together the Village's previous active transportation plans, combined with a detailed safety and equity analysis, to provide a roadmap for Complete Streets and for the elimination of traffic fatalities and serious injuries. The Plan will include route-focused recommendations for Safe Routes to School, Recreation, Commerce, and Transit. Street Plans produced the project brand and public engagement plan, kicking off engagement with a public workshop at the end of January. Since then, the project team has executed a set of Handlebar & Walkabout Surveys, a series of three "mini mode gatherings" (small-format workshops to dive into potential projects by mode), and has collected over

50 online survey inputs. The Village's High-Injury Network (see below) includes nine intersections and ten corridor segments, calculated and ranked according to severity scores, and includes minor and severe injury crashes, as well as fatal crashes. 83% of the Village's public and private schools fall within .5 miles of the High-Injury Network, with the majority of High-Injury Network intersections and corridor segments adjacent to census tracts with higher populations of minorities and/or car-less households.

The project team is in the process of refining the Action Plan recommendations, producing priority project visualizations, and preparing for a Demonstration Project along a High-Injury Network segment to be installed mid-October 2025.



ON-CALL DESIGN & ENGAGEMENT SERVICES | HILLSBOROUGH COUNTY, FL

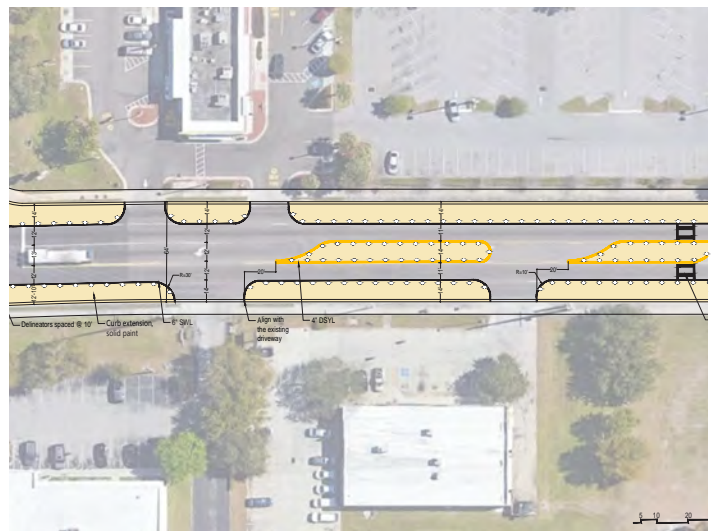
(COMPARABLE ON-CALL CONTRACT: SIMILAR SCOPE & SERVICES TO CITY OF FORT LAUDERDALE RFQ)

Client: Hillsborough County Community Infrastructure and Planning Department
Address: 601 E. Kennedy Blvd., Tampa, FL 33602
Contact: John Patrick, patrickj@hcfcl.gov, (813) 635-5400
Cost (Fee): \$75,000
Contract Period: 2020 - 2025
Street Plans Team Roles: Tony Garcia, Principal-in-Charge; Mike Lydon, Advising Principal; Thomas Isola, Project Engineer; Amalia Tomey, Project Designer

Description of Services: Street Plans serves on several on-call contracts in Hillsborough County, including with the TPO and the County Community Infrastructure and Planning Department. We recently led concept development and community engagement for a quick-build safety project along South 78th Street in Palm River. The goal was to generate community-supported, implementation-ready design concepts to improve multimodal safety along a high-speed corridor.

We conducted site visits, led a visioning workshop, and facilitated engagement with County staff, stakeholders, and newly formed Community and Technical Advisory Committees. Our team delivered a full conceptual design package including base maps, cross-sections, and street plans depicting proposed improvements such as protected bike lanes, painted curb extensions, delineator islands, and high-visibility crosswalks. The conceptual design was informed by crash data, roadway geometry, and community priorities, and was structured to align with permitting and procurement feasibility.

Street Plans also developed a data collection and evaluation framework to support performance tracking and future implementation. We produced high-level materials sourcing and budget guidance to help inform County decisions on phasing and feasibility. Our planning process included early-stage implementation logistics, such as materials selection, procurement considerations, and general installation sequencing. These deliverables were designed to streamline permitting and construction processes and support a potential future build-out by the County or its partners.



OCEAN DRIVE BIKE LANE EXTENSION | MIAMI BEACH, FL

Client: City of Miami Beach, FL
Contact: José González, (305) 673-7000, josegonzalez@miamibeachfl.gov
Cost (Fee): \$55,000
Street Plans Team Roles: Tony Garcia, Principal; Thomas Isola, Project Engineer; Amalia Tomey, Project Designer

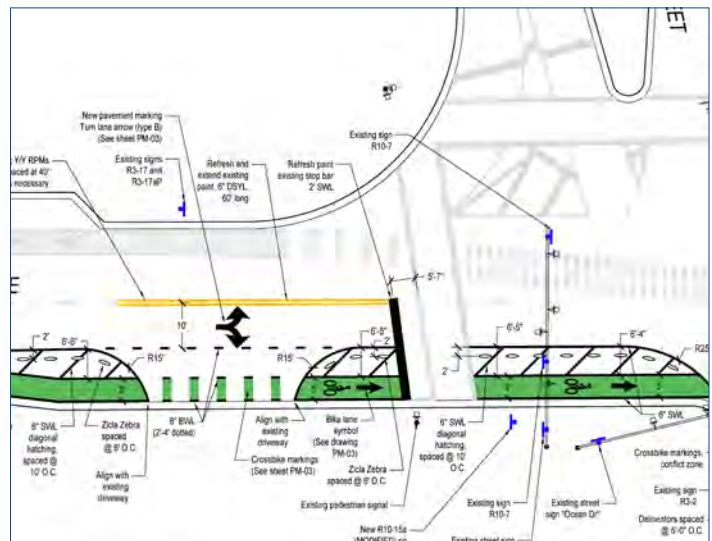
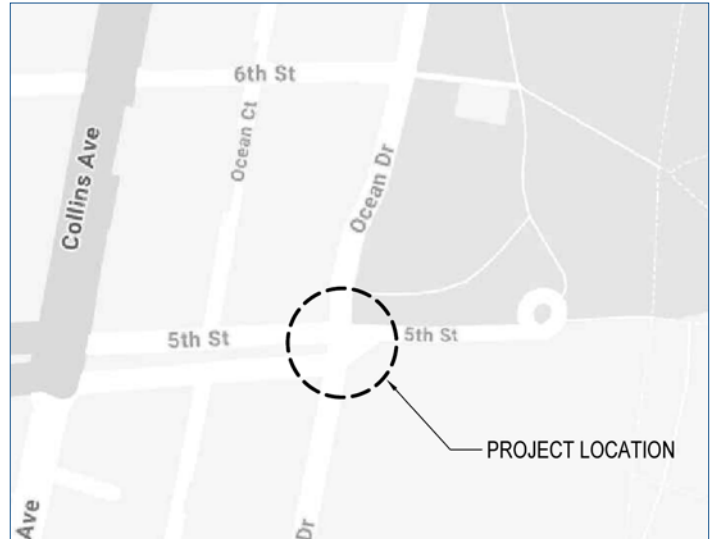
Description of Services:

The City of Miami Beach hired Street Plans to enhance safety and continuity on Ocean Drive, the city’s iconic Art Deco beachfront corridor, by closing a consequential safety gap at 5th Street. Street Plans designed a short northbound protected bike lane that connects the existing bikeways located south and north of the intersection, creating one uninterrupted facility for everyday riders and visitors.

Creating the continuous facility required removal of the northbound right-turn lane. Street Plans prepared a concise technical memorandum that reviewed available turning-movement counts and documented the operational basis for this change, obviating the need for a full traffic study.

We produced a focused, ready-to-build signing, pavement marking, and channelization package. The plans added clear lane-use arrows and refreshed stop bars, extended and refreshed centerlines where needed, and applied high-visibility conflict-zone markings at crossings and driveways. Obsolete striping was identified for removal. The new bike lane is buffered and protected with Zicla Zebra cycle lane separators, creating a predictable edge and reducing encroachment. The plan also verified and replaced raised pavement markers as needed and refined signage to clarify yielding and lane use.

Our team managed the effort from kickoff through delivery of PSE documents. We handled scheduling, coordination with City staff, quantity takeoffs, and a clear estimate and specifications so the City could move quickly to installation with minimal disruption on one of the world’s most recognizable streets.



Street Plans designed a short northbound protected bike lane connecting existing bikeways located south and north of the intersection, creating one uninterrupted facility for everyday riders and visitors.

WEST AVENUE STREET DESIGN | MIAMI BEACH, FL

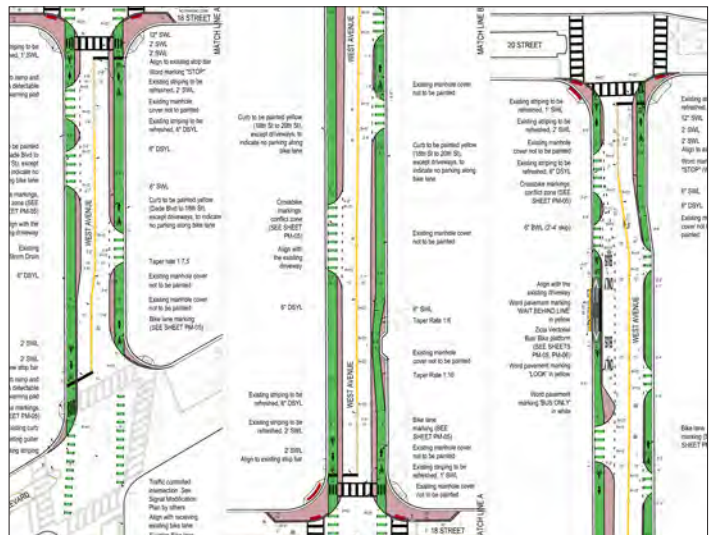
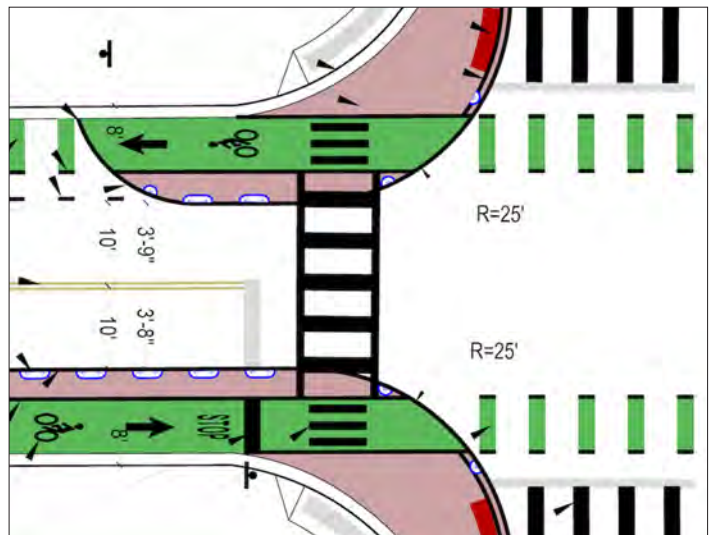
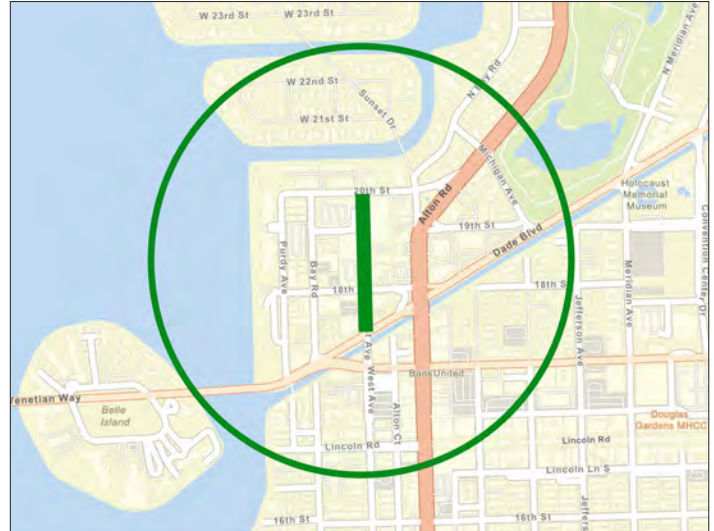
Client: City of Miami Beach, FL
Contact: José González, (305) 673-7000, josegonzalez@miamibeachfl.gov
Cost (Fee): \$277,245
Project Duration: August 2024 – August 2025
Street Plans Team Roles: Tony Garcia, Principal; Thomas Isola, Project Engineer; Amalia Tomey, Project Designer

Description of Services: As part of our 15-year on-call relationship with the City of Miami Beach, Street Plans is leading a quick-build redesign of West Avenue between Dade Boulevard and 20 Street, in Sunset Harbor. The team led a public engagement process that surfaced on-the-ground concerns and helped test tradeoffs in real time; participant input was translated into a refined concept that balanced comfort for people on bikes with loading, driveways, and neighborhood circulation.

Following the workshop, conceptual design for a protected bike lane on the corridor, to include new painted curb extensions, delineators, crosswalks, and the first bicycle signal detection system in Miami-Dade County.

To move from ideas to action, Street Plans prepared the permit package, materials specifications, and construction budget for the project, which is scheduled for construction in 2026. Project management practices include monthly progress meetings, a shared action log, and early risk identification to keep the work on schedule and aligned across departments. The outcome was a buildable, community-vetted design package that positions the City to advance reconstruction of West Avenue, deliver near-term safety and clarity for all users, and establish a connected north-south spine for residents and visitors alike.

(Top) Street Plans' redesign of West Avenue extends from Dade Boulevard to 20th Street in Sunset Harbor
(Middle) Curb Bump Outs with painted bike lanes and ADA detectable warning pads ;
(Bottom) Pavement Marking Plans were tailored block-by-block to address diverse and challenging circumstances unique to each segment



WASHINGTON AVENUE BUS PLATFORM ANALYSIS | MIAMI BEACH, FL

Client: Washington Avenue Business Improvement District, City of Miami Beach (FL)

Address: 1701 Meridian Avenue, Miami Beach, FL 33139

Contact: José González, (305) 673-7000, josegonzalez@miamibeachfl.gov

Contract Period: July 2020 - June 2021

Street Plans Team Roles: Tony Garcia, Principal; Dana Wall, Project Manager; Amalia Tomey, Project Designer

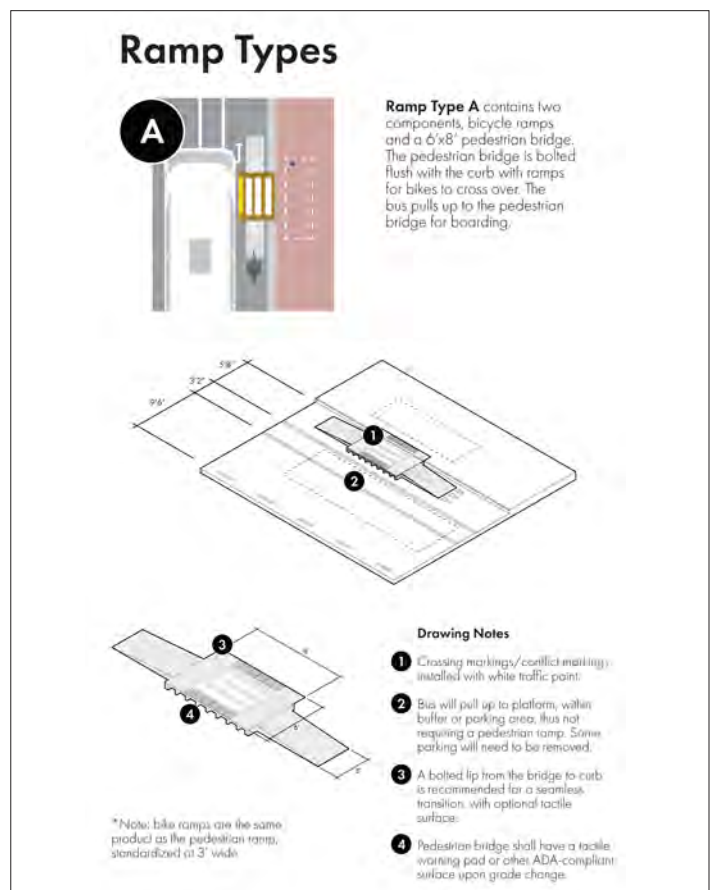
Description of Services: In July 2020, the City of Miami Beach and Washington Avenue Business Improvement District implemented a pilot project along Washington Avenue from 5th to 16th Streets to provide multimodal transportation options and support for recovering businesses during the COVID-19 pandemic.

The project included the use of one travel lane in each direction for the addition of bike lanes and sidewalk extensions/outdoor dining zones, and the relocation of transit to Collins Avenue.

During the evaluation phase of the project, the city hired Street Plans to evaluate how to bring transit service back to Washington by studying the feasibility of constructing bus loading platforms that accommodated the existing protected bike lanes.

Street Plans prepared a comprehensive report, including diagrams, technical drawings, and a cost analysis for how the city could use temporary materials to facilitate in-lane bus boarding within the pilot project extents. Street Plans first catalogued each unique curbside condition of the pilot project, and created a set of typologies of ramp combinations to install at each condition to facilitate platform-level boarding.

The diagrams and cost analysis were presented in a final memo to the city, with itemized lists of materials to both purchase and fabricate to create the ramps, and with recommendations for how to move forward with installation.



MIAMI BEACH BICYCLE PEDESTRIAN MASTER PLAN | MIAMI BEACH, FL

Client: City of Miami Beach (FL)
Year: 2014-2016

Description: The City of Miami Beach hired Street Plans to retrofit its street network in favor of multimodal transportation. The effort resulted in a holistic and comprehensive redesign of the Miami Beach street network and new policies to help implement the city's transportation priorities. Street Plans built upon the city's previous mobility, bicycle, pedestrian, and traffic safety studies to introduce and advance a number of new street design and infrastructure types to better accommodate a wider variety of travelers. Street Plans also led the public involvement effort through numerous meetings and workshops.

The Master Plan included over 40 Miles of new and improved bikeways, and an implementation strategy to improve bicycle access in the city incrementally. The strategy outlined recommendations for specific projects divided into three phases:

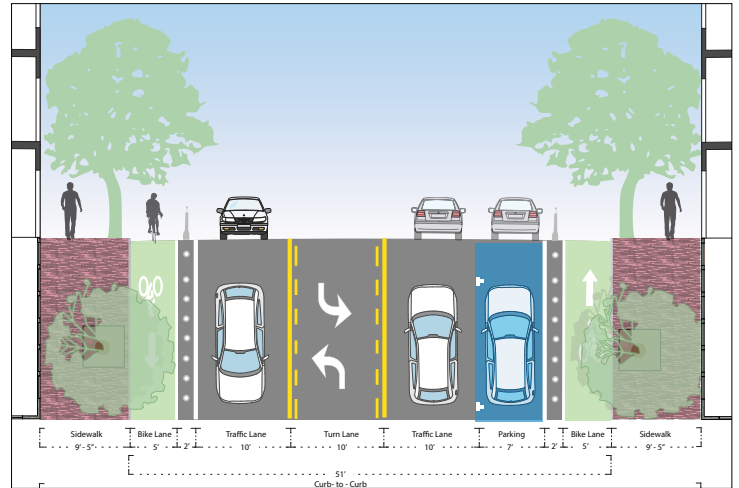
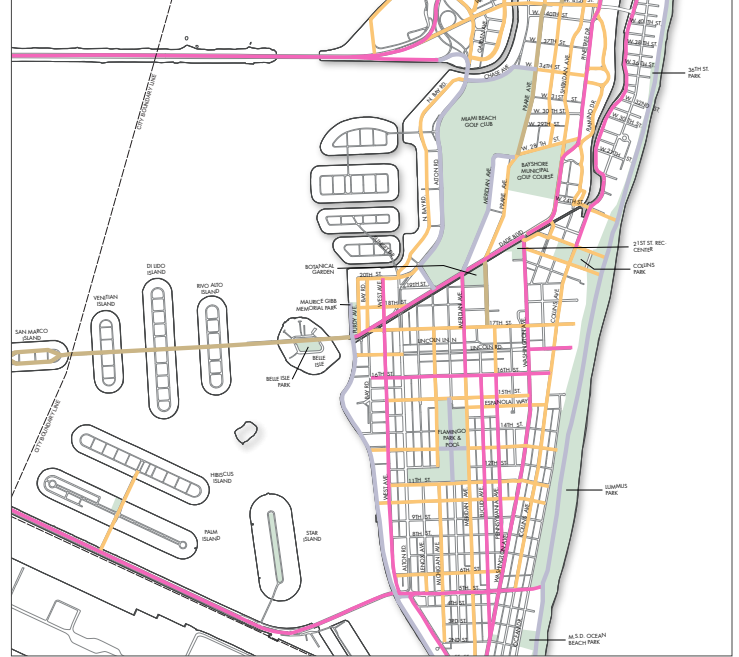
Phase 1: Projects that fill gaps within the existing network

Phase 2: Improvements that can be made to the existing bikeway network

Phase 3: Projects that require extensive changes, or greater political will and further study to pursue

A centerpiece of this ambitious plan is the establishment of city-wide mode share goals, the first project to propose such specific goals in Miami-Dade County.

Street Plans continues to work closely with the City of Miami Beach to further design and implement priority "quick build" projects, including the creation of a new pedestrian plaza at Rue Vendome and protected bike lanes along 72nd Street in the city's North Beach neighborhood.



The master plan was implementation-focused and has guided the City of Miami Beach on the implementation of projects such as the West Ave protected bike lane (above).

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PLAN NOBE NORTH BEACH MASTER PLAN | MIAMI BEACH, FL

Client: City of Miami Beach (FL)

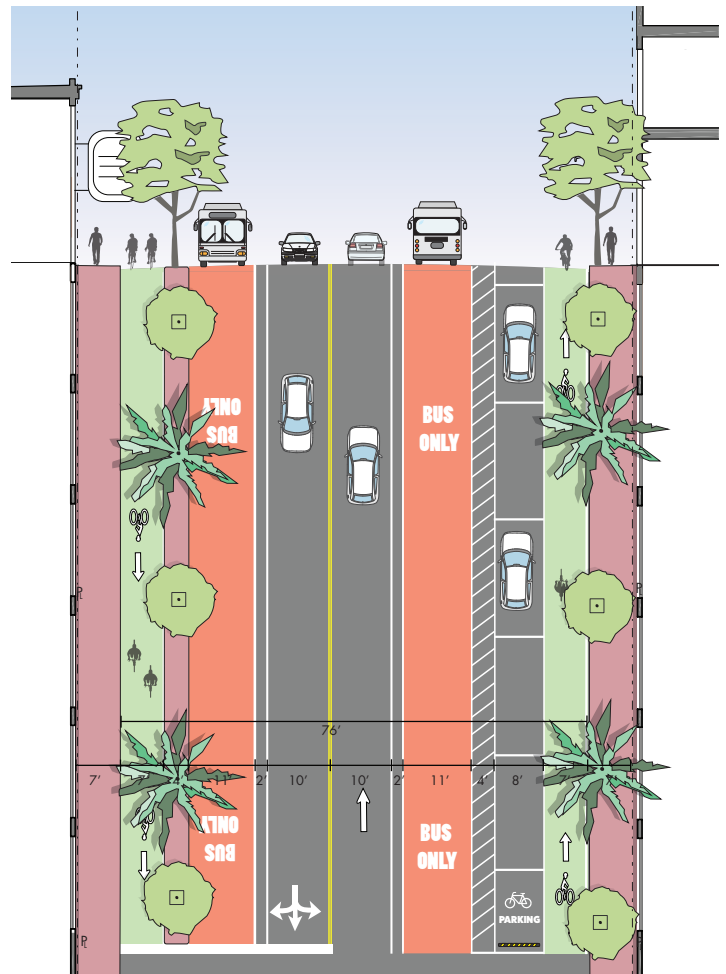
Year: 2015-2016

Description: Street Plans worked alongside Dover Kohl & Partners and the North Beach Steering Committee in the creation of the North Beach Master Plan (Plan NoBe). Street Plans led the transportation planning element of the master plan, which ultimately guided the vision for the neighborhood. Plan NoBe aims to guide public policy for the future development and planning of the North Beach District of the City of Miami Beach. Street Plans led the community engagement process, which included a design charrette, and produced the Master Plan report based upon the information gathered from the public during the charrette process. The design charrette was an intensive four-day public brainstorming session. Street Plans engaged with over a thousand participants, including property owners, neighbors, merchants, developers, environmental specialists, historic preservationists, and community leaders.

Following the charrette process, Street Plans produced the transportation plan chapter of the master plan report. The report focused on bike, pedestrian, and transit recommendations, as well as land development regulations, design guidelines, and sustainability metrics. The plan sought a new vision for North Beach's main street, 71st Street, as a multimodal corridor. As shown in the adjacent renderings, our proposal was for the reduction in lane capacity, and the creation of dedicated bus lanes and protected bike lanes.



Based upon the community's priorities, the master plan focused on five priorities: developing a pedestrian-friendly town center, provide more mobility options, capitalize upon the community's existing historic character, better utilize public lands, and build a more climate-resilient city.



The proposed street section for 71st Street, between Normandy Fountain and Collins Avenue includes a multimodal street with a premium bicycle facility.

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RUE VENDOME INTERIM PLAZA | MIAMI BEACH, FL

Client: City of Miami Beach (FL)

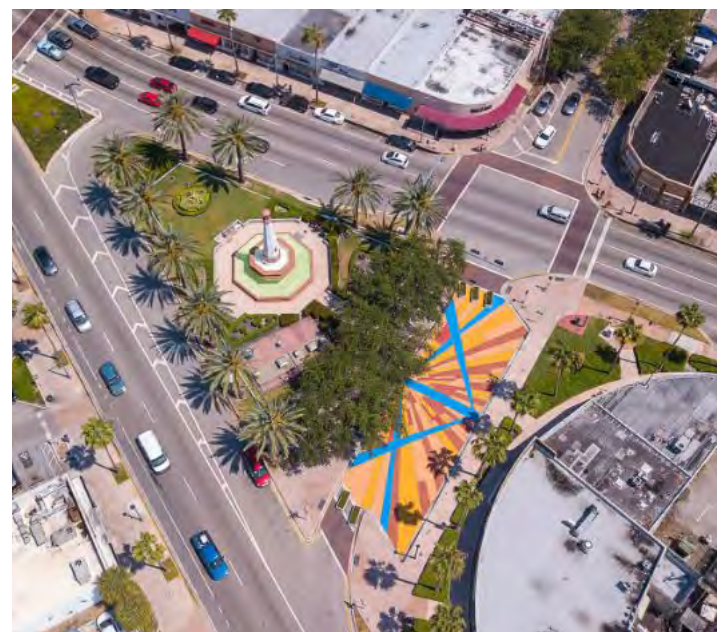
Duration: 2017 - 2018

Street Plans Team Roles: Tony Garcia, Project Manager and Principal; Dana Wall, Project Designer

Description of Services: In August 2017, Street Plans was hired by the City of Miami Beach to develop a design for, and implement, a parking lot transformation in Miami Beach's North Beach neighborhood. Previously identified in the North Beach Master Plan, produced by Dover Kohl & Partners and Street Plans and approved in October 2016, the now-Rue Vendome Plaza was a 9-space parking lot adjacent to a prominent neighborhood gathering space.

The Master Plan put forward a vision for an interim transformation of the parking lot into a plaza (1-2 years), one that would eventually be permanently implemented. Street Plans designed the 3,565 square-foot asphalt pattern, procured the materials, and collaborated with the City of Miami Beach on volunteer outreach. Starting on April 2nd, 2018, Street Plans measured and outlined the design. For the next two days, Street Plans was joined by City of Miami Beach volunteers to paint the plaza, guided by the drawings Street Plans had produced of the design.

The plaza was completed on April 6th, and has been used by the city for farmer's markets and smaller neighborhood events since its installation. The plaza received new life a year later, when local creative marketing and events group Prism Creative Group hosted its first activation. The activation featured live music, food and beverage vendors, large-scale games like chess, and art booths.



Street Plans designed and installed the interim pedestrian plaza based on the recommendations provided in the North Beach Master Plan.

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MIAMI BEACH BICYCLE PLAN COMMISSION WORKSHOPS & FIELD TOURS

Client: City of Miami Beach (FL)

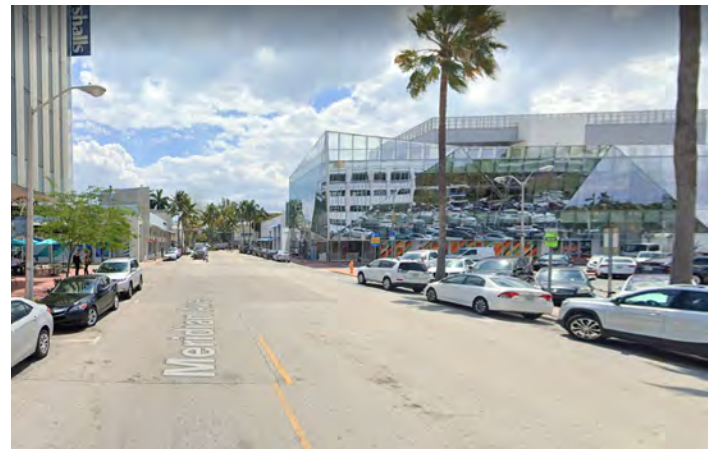
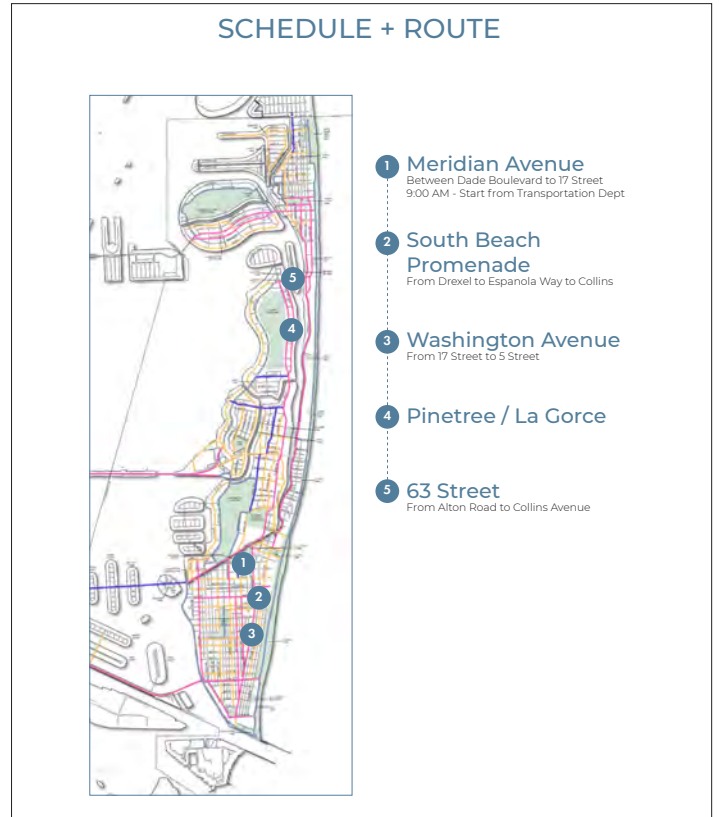
Year: 2021

Description: In 2021, Street Plans was hired by the Miami Beach Transportation Department to conduct an assessment of current bicycle pedestrian projects around Miami Beach, conduct a field tour with members of the City Commission, and present to the City of Miami Beach City Commission a review of the approach and history of the City of Miami Beach Bicycle Pedestrian Master Plan.

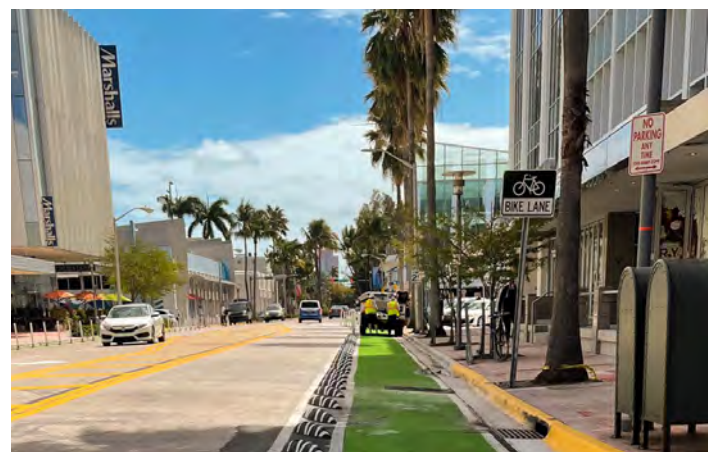
As part of this task, Street Plans developed a presentation that outlined the process for creating the Master Plan and identified potential projects to be implemented in the near future.

Street Plans developed a selection framework to identify criteria for potential project selection such as bicycle and transit connectivity, political support, community support, practicality, project cost, business involvement, and the built context. The selected projects were then showcased to the City Commission during a series of field tours.

The guided tour was led by Street Plans and included 5 locations in Miami Beach. Firm principal Tony Garcia gave background information on each location, explained the history of each project, summarized community input, and how each project could help advance the long-term design identified in the Master Plan.



Meridian Avenue before



Meridian Avenue after

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WPB WATERFRONT ACTIVATION STRATEGY | WEST PALM BEACH, FL

Client: City of West Palm Beach (FL)
Contact: Jennifer Ferriol | Director of Housing & Community Development | (561) 822-1250 | jferriol@wpb.org
Duration: 2023 - Ongoing
Budget: \$75,000
[Click here](#) to view the Plan document

Description of Services: The City of West Palm Beach’s Department of Housing and Community Development engaged Street Plans to perform a public engagement and opportunity assessment of the Downtown Waterfront and develop a public realm strategy focusing on actionable near-term recommendations for the area. This year-long initiative, entitled “Your Waterfront. Your Way.”, involved extensive community outreach through interviews, walking tours, workshops, surveys, stakeholder feedback, and an analysis of economic and foot traffic data.

The public realm strategy report outlines the community’s vision and guiding principles for the waterfront’s future, evaluating current conditions in four key areas: physical design, access, programming, and stewardship, and highlights opportunities and challenges within each.

The report’s strategic action plan, presented as “Ten Big Ideas,” offers a thorough approach to enhancing the Downtown Waterfront. This plan includes immediate actions and long-term strategies, covering the overall vision for the area’s management and design, as well as specific initiatives for mobility improvements, placemaking, programming activities, and stewardship opportunities.



SHORE TO CORE DEMONSTRATION PROJECT | WEST PALM BEACH, FL

Client: City of West Palm Beach (FL)

Contact: Charles Montgomery, Principal, Happy Cities

Duration: 2016 - 2017

Budget: \$50,000

[Click here](#) to view the Plan document

Description of Services: On January 24th, Street Plans implemented a day-long intervention along the waterfront in Downtown West Palm Beach as a part of the winning research team, Happier by Design, of the Van Alen Institute and West Palm Beach Community Redevelopment Agency's Shore to Core design and research competition.

Led by Happy City's Charles Montgomery, and in collaboration with University of Virginia Center for Design and Health's Dr. Jennifer Roe, PhD, the project measured participants' neurological responses to experiencing the day-long pop-up space created by Street Plans with watches that detected changes in heart rate and skin conductance. The data will help reveal the possible wellness benefits of well-designed urban spaces, and inform how urban design affects the minds and bodies of those who move throughout it.

Street Plans created an intervention using bistro tables and chairs, plants, and wood blocks that functioned as both seating and a way to enclose the spaces. In addition, Miami makerspace Moonlighter created some elements to draw passersby into the waterfront, with historic images of Downtown West Palm Beach. With these elements, Street Plans created a variety of environments for the participants to test, including seating in the sun and shade, right along to the waterfront, surrounded by bamboo, etc. Moonlighter Makerspace helped Street Plans construct some of the critical elements.



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MIAMI-DADE COUNTY VISION ZERO PLAN

Client: Miami-Dade County (FL)

Year: 2018

Description: In 2018, Street Plans was hired by Miami-Dade County to produce its Vision Zero Plan.

In keeping with the goal of Vision Zero, and based on a thorough review of the state-of-the-art, the Plan proposes the total elimination of all traffic-related deaths and serious injuries by the year 2030. As part of this effort, Street Plans performed literature review and data collection to determine high-crash locations and assist in providing recommendations.

Based on the data analyses, Street Plans identified safety countermeasures or recommendations. The recommendations include short- and long-term, location-specific actions that address both crash prevention and injury reduction. A sub-set of priority projects were identified for rapid implementation.

The locations of the suggested improvements presented in **Table 9** are shown on **Figure 11**. Demographics data of the population within 1/4 mile radius of each location indicate, all but one of the 18 sites (C: AVENTURA BLVD and NE 29TH PL) are populated by more than 75% Black and Hispanic peoples. The three highest crash locations are at between 53% and 69% Hispanic (P: SW 268TH ST and SW 134TH AVE; Q: SW 312TH ST and SW 152ND AVE; and R: SW 312TH ST and 137TH AVE). The poverty level annual median income in 2017 for a family in Miami-Dade County is \$25,300; only location G -- NW 29TH AVE at NW 56TH ST -- includes families with median incomes lower than the poverty level.

Table 10, summaries each proposed priority improvement, its cost, implementing agency and time frame. These countermeasures show great promise for reducing vehicular crashes, especially in lowering speed limits. However, lowering speed limits in residential areas requires action on behalf of the County and local municipalities. State statutes allow lowering the residential speed limit of 30 miles per hour to 25 miles per hour within the County and allow municipalities to lower the residential speed limit to 20 miles per hour.

Table 10 - Action Plan Implementation

Identifier	Location	Suggested Countermeasure	Cost	Responsible Party	Time Frame
A	NW 207TH DR and NW 37TH AVE	Signalize	\$250,000	Miami Gardens	2-5 years
B	NE 215TH ST and NE 2ND AVE	Add left-turn phasing (Reconstruct Signal)	\$250,000	Miami Gardens	2-5 years
C	AVENTURA BLVD and NE 29TH PL	Restrict left-turn phases	\$75,000	Aventura	0-2 years
D	NW 122ND ST and W 32ND AVE	Add Channelized left-turn lane and phasing SB	\$400,000	Hialeah Gardens	3-5 years
E	NW 95TH ST and NW 32ND AVE	Add Channelized left-turn lanes E-W and modify phasing	\$750,000	Miami-Dade County (West Little River CDP)	3-5 years
F	NW 9TH ST from RED RD to FLAMINGO RD	Reduce Speed Limit	\$20,000	Hialeah	0-2 years
G	NW 29TH AVE and NW 56TH ST	Convert to All-Way Stop	\$2,500	Miami-Dade County (Brownsville CDP)	0-1 year
H	NW 13TH ST from 3RD AVE to BISCAYNE BLVD	Reduce Speed Limit	\$20,000	City of Miami	0-1 year
I	NW 3RD AVE and NW 5TH ST	Add Signal Heads and Reflective Bockplates (Reconstruct Signal)	\$500,000	City of Miami	2-5 years
J	NW 12TH ST and NW 127TH AVE	Widen Median E-W	\$1,500,000	Miami-Dade County (Unincorporated)	5-10 years
K	SW 26TH ST and SW 122ND AVE	Widen Median N-S	\$1,500,000	Miami-Dade County (Unincorporated)	5-10 years
L	SW 24TH ST from SW 87TH AVE to SW 82ND AVE	Speed Study and Revise Speed Limit	\$25,000	Miami-Dade County (Westchester CDP)	0-1 year
M	SW 37TH AVE and PEACOCK AVE	Restripe NB left-turn Receiving Lanes	\$10,000	City of Miami	0-1 year
N	SW 152ND ST from SW 112TH AVE to SW 102ND AVE	Speed Study and Revise Speed Limit	\$25,000	Miami-Dade County (Richmond Heights CDP)	0-1 year
O	SW 168TH ST and SW 112TH AVE	Add left-turn phasing	\$50,000	Miami-Dade County (Palmetto Estates CDP)	0-2 years
P	SW 268TH ST and SW 134TH AVE	Signalize	\$250,000	Miami-Dade County (Princeton CDP)	2-5 years
Q	SW 312TH ST and SW 152ND AVE	UNDER CONSTRUCTION	--	Homestead	--
R	SW 312TH ST and NE 43RD/137TH AVE	Add "Signal Ahead" Warning Sign NB	\$1,200	Homestead	0-1 year

- **Leading Pedestrian Intervals (LPI) and increased crossing times:** One low-cost method of addressing pedestrian safety at intersections, and a proven Vision Zero tool, is the use of Leading Pedestrian Intervals at signalized intersections and increased crossing times. LPIs give pedestrians a 3-5 second head-start to cross and should be adapted to the needs of the local context. Locations around schools, hospitals, retirement communities, retail districts, etc. should be given greater consideration for crossing times. The current assumption for walk speed of 3.5 feet per second should be re-evaluated.
- **Lane Reductions (Road Diets):** This strategy includes narrowing the vehicular travel way by eliminating lanes and/or reducing lane widths. The reclaimed space can be used for separated bike lanes, wider sidewalks, landscaping, bus-only lanes, etc.
- **Left-turn traffic calming:** Failure to yield right-of-way is a major cause of traffic collisions, particularly at intersections. Left-turn movements comprise most of failure-to-yield crashes. Design countermeasures for increasing safety for turns include: hardened center lines (**Figure 12**) and protected left-turn signals.

Figure 12 - Hardened Centerline



- **No-Turn-on-Red policies:** Locations where there is a high volume of pedestrian and/or bicycle activity should be prioritized for 'No-Turn-on-Red' policies. These are common in commercial corridors, trail and bike lane crossings, and other areas of high bicycle/pedestrian activity.
- **Curb Extensions (bulb-outs):** Curb extensions are areas at intersections that are converted into expanded sidewalks (**Figure 13**). They are typically created by reducing the curb radius of an intersection and sometimes occupy pavement area created by on-street parking. Curb extensions reduce the crossing distance for pedestrians and slow turning traffic. This can permit installing traffic control devices closer to the travel lanes where they become more visible (notice the apparent blockage of the Stop sign by the tree and on-street parking in **Figure 13**). Where feasible, this method is also one that can be quickly implemented in a relatively short period of time at moderate cost.

Figure 13 - Curb Extension



MIAMI DADE QUICK BUILD PROGRAM | MIAMI BEACH, FL

Client: Miami-Dade County DTPW

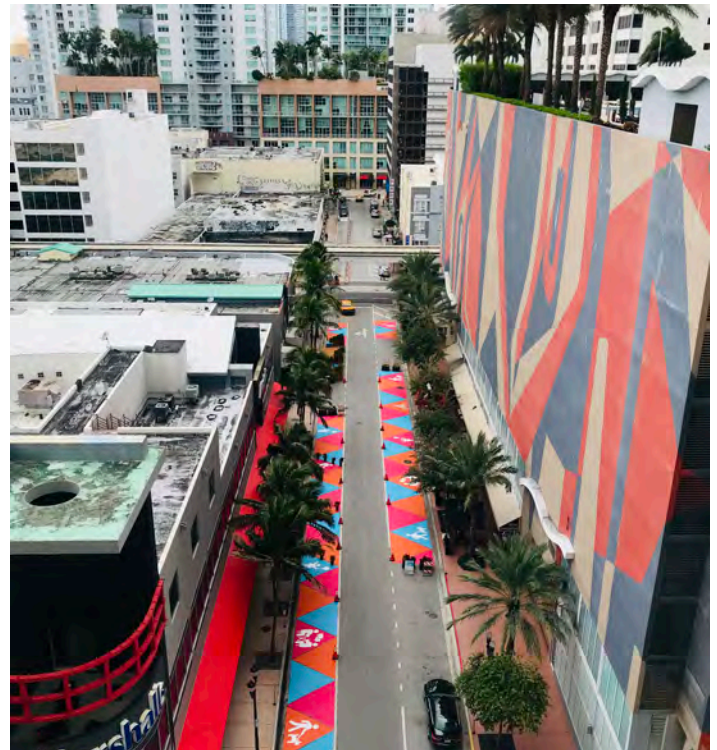
Year(s): 2017-2020

Description: The Miami-Dade Transportation Quick-Build Program was a collaboration between Street Plans and the Miami-Dade County Department of Transportation and Public Works (DTPW) dedicated to making it easy for citizens to make placemaking projects in their neighborhoods. Funding for the first round of this program is provided by a grant awarded to the non-profit Green Mobility Network by the New York City-based non-profit, TransitCenter, and local partner The Miami Foundation.

In addition to getting infrastructure projects in the ground, the overarching objectives of the program include: empower Miami-Dade County residents to voice their own ideas for transportation projects; form a working relationship with the Department of Transportation and Public Works to enable easier delivery of citizen-proposed projects in the future; and foster partnerships between residents, advocacy groups, agencies, and government entities.

The Program started as a county-wide open competition for transportation pilot projects. Street Plans created the marketing and outreach materials for the program, including the logo and overall brand identity. In July, 2017, a selection committee comprised of Street Plans, the DTPW, Miami-Dade County Dept. of Parks, Recreation, and Open Spaces, Green Mobility Network, and TransitCenter selected 18 (out of 68 applications) based on criteria like geographic diversity, feasibility of installation, proximity to transit, matching funds, connection to adjacent community assets, etc. The selected projects included separated bus lanes, separated bike lanes, bus stop improvements, traffic calming measures, and wayfinding.

The program kicked off in November 2017 with Plaza 98, a pavement-to-plaza project in Miami Shores Village that transformed a portion of a street into a temporary plaza to be used for periodic community events. Following Plaza 98, two wayfinding projects were installed in the neighborhood of Little Havana, Miami for both the city's trolley system, and the county's Metrobus system.



The program included projects that focused on improving wayfinding (above), activated public spaces (middle), and repurposed parking lanes into outdoor dining (below).

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U.S.-1 CORRIDOR MOBILITY PLAN | VILLAGE OF PINECREST, FL

Client: Village of Pinecrest, FL
Year: 2014-2015

Description of Services: Street Plans worked with the Village of Pinecrest to develop a multi-modal mobility plan for the U.S. 1 Corridor. This project took into account the needs of drivers, but specifically focused on increasing safety and mobility for cyclists and pedestrians in the study area.

Street Plans conducted a thorough existing conditions analysis, documenting transit networks and crash-data, as well as user-level information collected through Handlebar Survey and Walkability Audits.

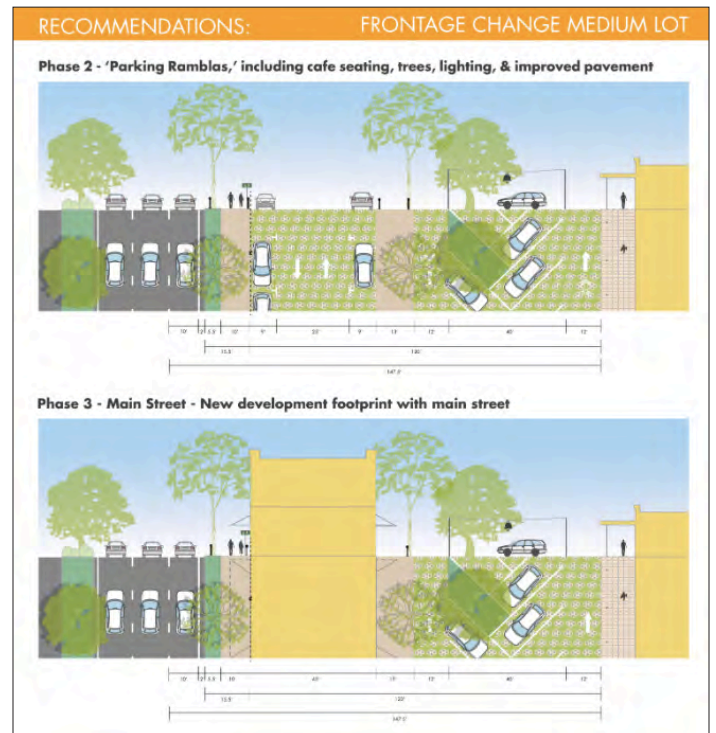
The final U.S. 1 Corridor Mobility Plan provides Pinecrest leaders, decision-makers, transportation officials, and community members with a clear, concise, and attractive master plan report summarizing all recommendations and analysis. The Plan includes:

- Short- and long-term, site specific pedestrian safety improvements;
- Project recommendations to improve connections in support of the existing Village Bicycling Plan and area bicycle trails;
- Design standards for new bicycle and pedestrian facilities; and a
- Detailed Implementation Plan.

This planning effort required an excellent understanding of design and engineering practices in the latest multimodal transportation practices, in addition to understanding the circumstances unique to Pinecrest. For example, Street Plans explored small improvements to sidewalks and commercial alleyways in order to increase connectivity between the U.S. 1 commercial corridor and adjacent residential neighborhoods. Street Plans' approach to this project was informed by their analysis of Pinecrest's land use and transportation context, to ensure appropriate calibration of low-stress bicycle and pedestrian connections within the village.



Existing Conditions were documented as part of the work, followed by annotated renderings (top) that allowed the public and elected officials to understand how existing conditions could be enhanced and improved over time.



The above page from the final plan illustrates how a mall on US-1 could be reconfigured in both an interim and permanent condition by first introducing trees, lighting, pervious pavers, and parallel parking closer to US-1. In the long-term condition, parking is moved to the roof of the existing mall, and the former parking lot along the street is filled with compact, mixed-use development.

CORAL GABLES BICYCLE MASTER PLAN | CORAL GABLES, FL

Client: City of Coral Gables, FL

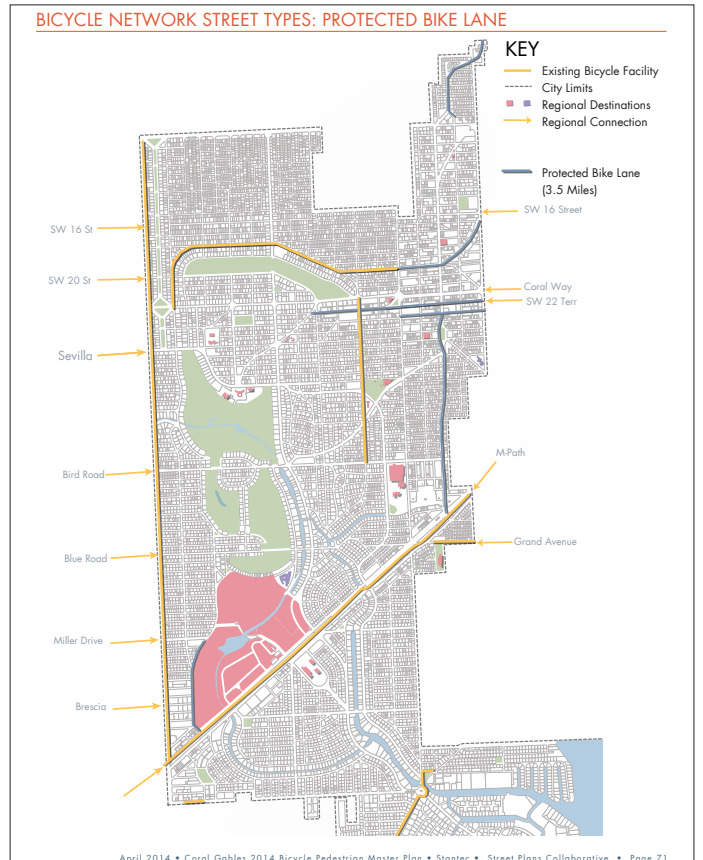
Duration: 2013–2015

Description of Services: The City Beautiful is truly a unique city in Miami-Dade County. Though it is not known for its bicycle or pedestrian infrastructure, in 2010 the City Commission made the historic decision to invest \$400,000 in the expansion of bicycle facilities around the city. At that time, the city also embarked on an ambitious public works campaign to repave city streets and implement traffic calming projects around the city.

Created by Street Plans, the primary purpose of this study is to identify the projects that can be implemented with the initial \$400,000 investment in the short term, while also identifying bicycle and pedestrian investments that can be made in the years ahead.

For this initial investment, this study recommends the implementation of a bike lane along the most heavily used route in the city, from Salzedo in the downtown core, to University Drive, straight to the University of Miami Campus.

Over the long term, the proposed Coral Gables Bicycle/Pedestrian Plan envisions more than 27 miles of new or improved bikeways, sidewalks and crosswalks with a focus on inexpensive and practical projects. At present, the City of Coral Gables Bicycle network includes over 10 miles of Bicycle Lanes, Shared Use Paths, and Greenways. Thus, this plan recommends a comprehensive expansion and diversification of facilities to expand the demographic of residents who bicycle.



Several recommendations provided in the master plan have been implemented, including a bike lane on a residential street (above).

The plan recommends a comprehensive expansion and diversification of facilities to expand the demographic of residents who bicycle.

CROSTOWN GREENWAY PILOT PROJECT | KEY WEST, FL

Client: City of Key West (FL)

Contact: Ryan Stachurski, ryan.stachurski@cityofkeywest-fl.gov, (305)809-3867

Contract Period: 2019 - 2021

Description of Services: Street Plans was hired by the City of Key West to design and build a key part of the bicycle master plan called the Crosstown Greenway. The Crosstown Greenway Pilot Project tested Neighborhood Greenway elements along the “Crosstown Connector”, a route identified in the 2019 Key West Bicycle & Pedestrian MasterPlan. At its full extent, the 3-mile Crosstown Connector includes Duck Avenue, the off-street paths connecting 14th Street to Seidenberg Avenue, Seidenberg Avenue between 12th Street and 10th Street, and Staples Avenue/Von Phister Street between Roosevelt Boulevard and Reynolds Street. An already heavily-used route, the Connector is an important link for non-motorized commuters coming from Stock Island and elsewhere on the island, and it is a calmer, parallel route for leisurely biking, walking, and traveling within the City of Key West. After multiple rounds of public engagement beginning in November 2019, and a robust project selection process, the project team landed on a set of interventions at six locations along Staples Avenue/Von Phister Street between George Street and 12th Street as a part of a first phase of the Crosstown Greenway. A Phase II of the Pilot Project is planned to be installed by the city in the future, and will test traffic circles at previously proposed locations along the route.

The Neighborhood Greenway elements tested included curb extensions, chicanes, crossbike markings, “super sharrows”, and signage. These elements were installed over three days in November 2020 by Street Plans, the City of Key West, and over 30 volunteers.

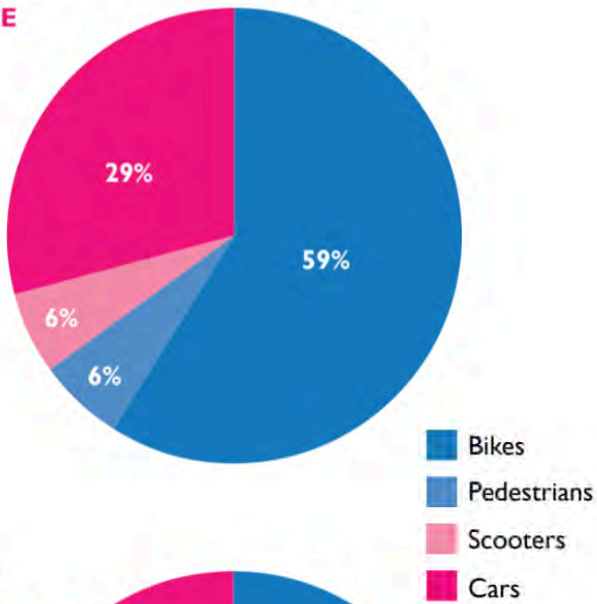
The project team conducted six months of evaluation following installation, with the biggest takeaway being a substantial increase in bicyclists, consequently further shifting the total mode share of travelers along the corridors toward non-motorized users.



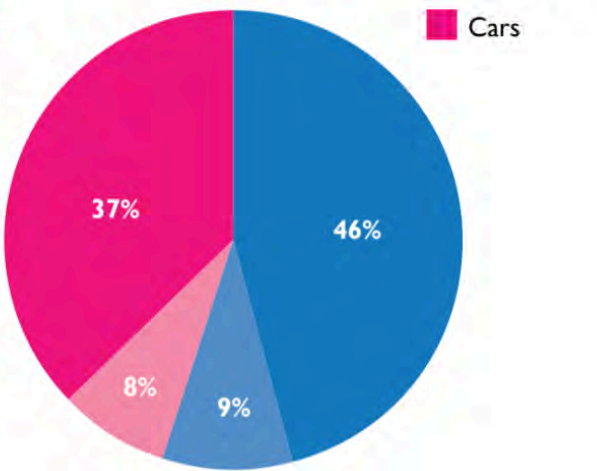
Street Plans led the installation of numerous bicycle infrastructure treatments such as protected curb extensions, chicanes, sharrows and bike boxes. These treatments shortened the pedestrian crossing distances, and slowed the speeds of turning vehicles to increase bicycle and pedestrian safety.

DATA COLLECTION

BEFORE



AFTER



	Bikes	Peds	Scooters	Cars
Pre-Implementation				
7:00-9:00 AM	133	13	17	211
4:00-6:00 PM	84	10	30	135
Total	217	23	47	346
Post-Implementation				
7:00-9:00 AM	119	23	28	150
4:00-6:00 PM	146	15	29	123
Total	265	39	57	273

Almost exactly the same number of roadway users were counted before and after project implementation, with the mode share shifting toward bicycles as the dominant mode after implementation



CAM #26-0554

Additional Relevant Project Experience

ON-CALL DESIGN & IMPLEMENTATION SERVICES | JERSEY CITY, NJ

Client: City of Jersey City, NJ

Contact: Barkha Patel, (201) 547-5021, bpatel@jcnj.org

Cost (Fee): \$250,000/year

Contract Period: June 2017 - Ongoing

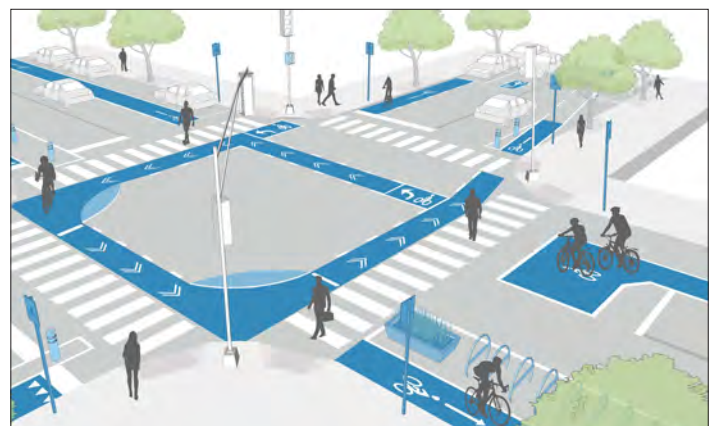
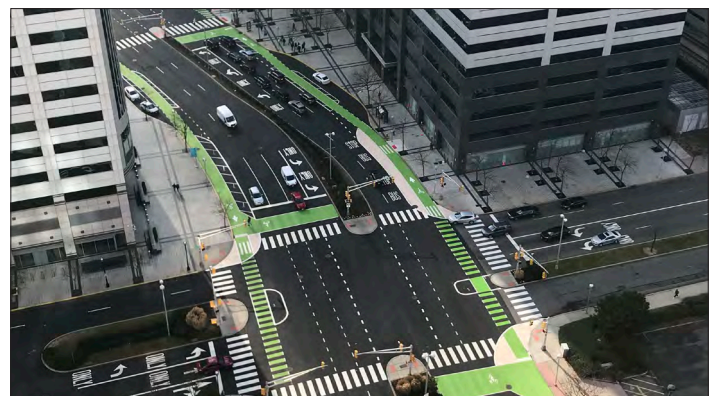
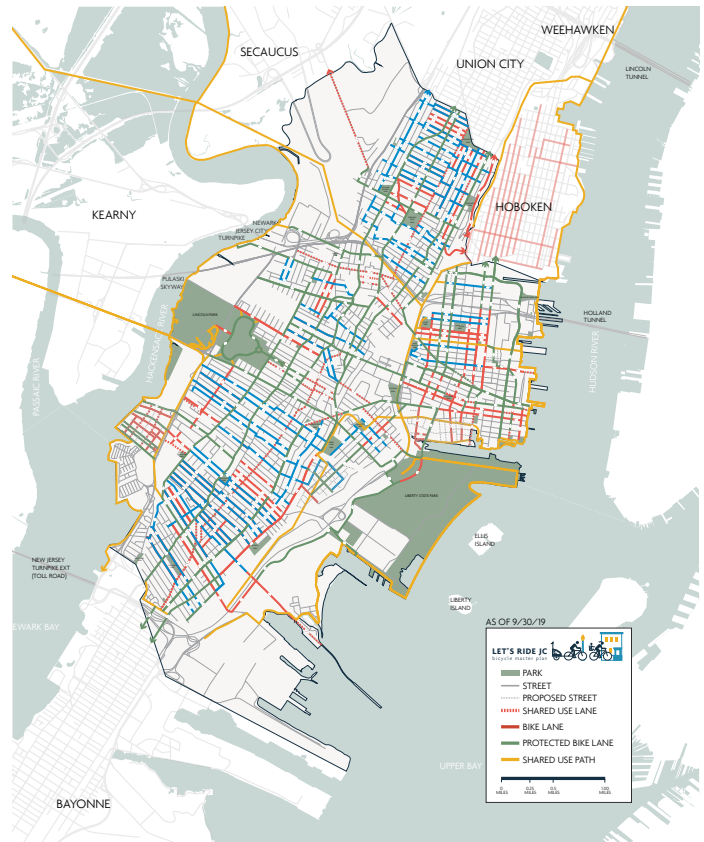
Street Plans Team Roles: Mike Lydon, Principal; Tony Garcia, Advising Principal; Thomas Isola, Project Engineer; Amalia Tomey, Project Designer

Description of Services: Since adoption of the Let's Ride JC Bike Master Plan + Bikeway Design Guide in 2019, Street Plans was re-engaged by the city to provide on-call transportation and planning, design, and implementation services.

The broad portfolio of work includes developing contractor-ready Quick-Build striping and signage plans, advanced street infrastructure plans, reviewing and advising project design plans produce by the city's on-call engineering firms, assisting with public engagement, establishing project evaluation methods, and leading urban design services for priority transportation and public space projects.

Since the adoption of the Bike Master Plan, Street Plans has been engaged to design and implement more than 25 different projects, including 20 Demonstration, Pilot, and Interim Design Projects, as well as the following highlights:

- Washington Boulevard Striping Plan
- Morris Canal Greenway Design Plans
- Merseles Street Striping Plan
- 18th St./Hoboken Avenue Striping Plan
- Grand Street Design Review
- Year of Open Space Demonstration Projects
- City COVID-Era Parklet Guide
- City COVID-Era Slow Street Program
- Coles Street Bikeway Design Concept Plan
- Marin Boulevard Bikeway Design Concept Plan
- Bergen Square Final Design Plan
- Vision Zero Annual Report (2019-2020; 2020-2021)
- McGinley Square Redesign



ON-CALL TRANSPORTATION PLANNING & ENGINEERING | NEW HAVEN, CT

Client: City of New Haven, CT
Contact: Sandeep Aysola, (203) 589-9683, saysola@newhavenct.gov
Cost (Fee): \$750,000
Contract Period: 2017 - Ongoing
Street Plans Team Roles: Mike Lydon, Principal; Tony Garcia, Advising Principal; Dana Wall, Senior Project Director; Thomas Isola, Project Engineer; Amalia Tomey, Project Designer

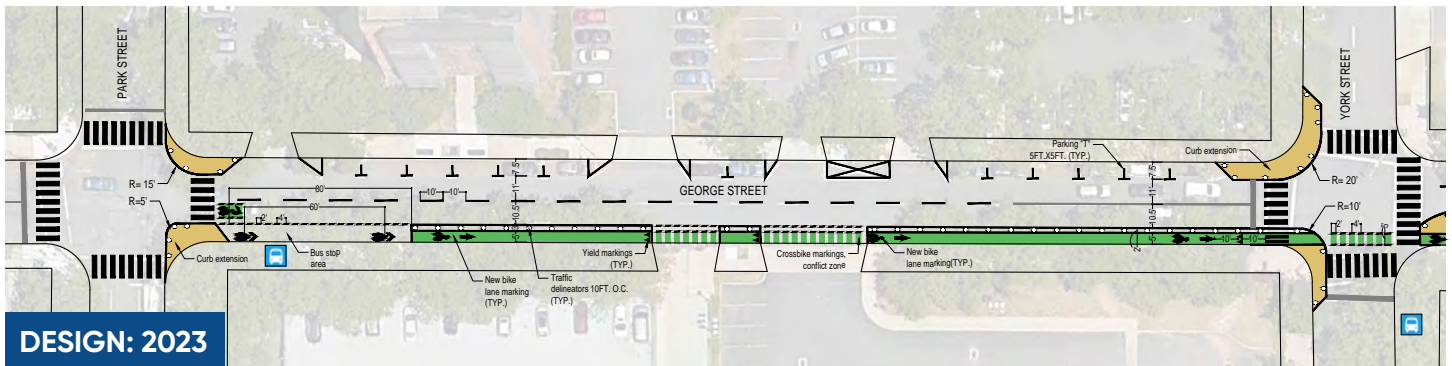
Description of Services: Street Plans has provided on-call transportation consulting services to the City of New Haven, CT since 2017. Work in New Haven started with the Downtown Transportation Action Plan, a set of concepts for transforming Downtown's streets to accommodate planned one-to-two-way conversions.

Street Plans produced the City of New Haven's first Active Transportation Plan, providing comprehensive analysis and a roadmap for advancing walking, biking, and transit infrastructure in the City in the next 10 years. Following adoption of the Plan in September 2022, Street Plans assisted

with the submittal of two SS4A grant applications, both of which have since been awarded to the City. Both of these grant awards will help with implementation of projects identified in the Plan, including a corridor Quick-Build project set to kick off in fall 2025, with Street Plans as the prime consultant.

Beyond this, Street Plans has produced striping and/or concept plans for the following corridor projects throughout the City from 2022-2024, the first two of which have since been implemented.

- George Street (Quick-Build)
- Grove Street (Quick-Build)
- College Street (Quick-Build)
- Orange Street Neighborhood Greenway



Street Plans produced striping plans for a Quick-Build transformation of George Street in New Haven, illustrating intersection safety treatments like curb extensions and bike lane markings. The city implemented the primary elements of the proposed design in 2024, and has been evaluating the project's performance.

STAMFORD VISION ZERO ACTION PLAN | STAMFORD, CT

Client: City of Stamford, CT
Contact: Luke Bittenwieser, Transportation, Traffic, & Parking Planner | lbittenwieser@stamfordct.gov
Year(s): 2024-2025
Project Team: Mike Lydon, Principal-in-Charge; Thomas Isola, Project Engineer; Dana Wall, Project Manager; Amalia Tomey, Project Designer; Catalina Ruiz, Branding

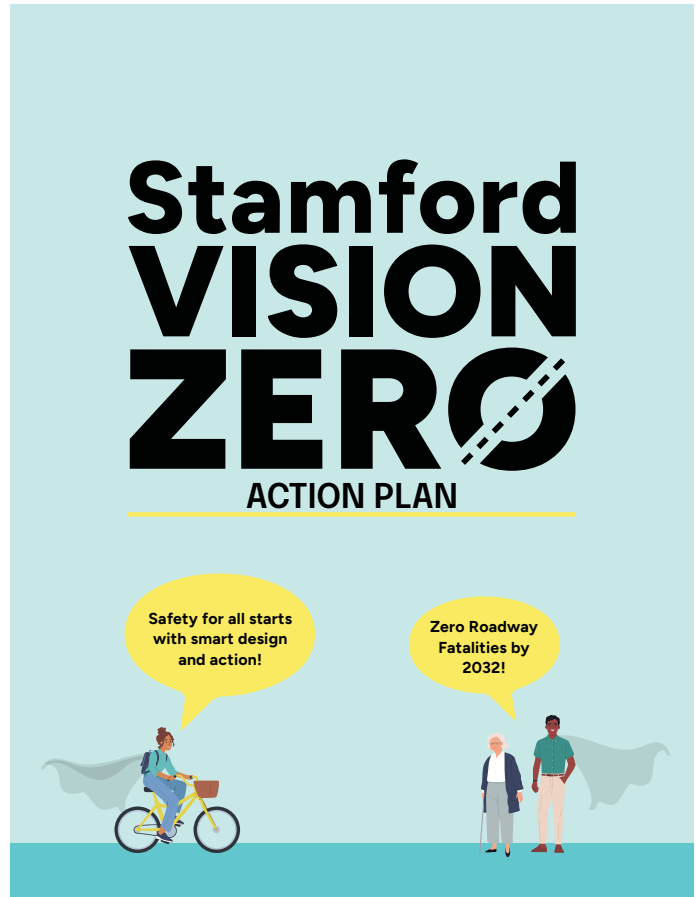
Description of Services: As the prime consultant, with partner TYLin, Street Plans is leading the City of Stamford's Vision Zero Action Plan.

The planning effort kicked off in January of this year, and includes a thorough crash safety analysis of Stamford's road network, a robust in-person public engagement plan to include a demonstration project, project and policy recommendations, and prioritization and cost estimates. For the public engagement, Street Plans produced a detailed Public Engagement Plan, complete with a promotional schedule and draft collateral for each engagement type. Street Plans also produced the branding for the project.

The project team hosted a kick-off workshop in May, with a total of eight "pop-up" engagements in between to ensure that the planning efforts and draft recommendations reached as many corners—and as many populations—in the city as possible. In September, Street Plans and the city installed a temporary demonstration at one of the High-Injury Network intersections (below). The project demonstrated three curb extensions, and offered an opportunity for the public to experience proposed design interventions in real time.

Draft recommendations include over 50 policies, and design recommendations for the top 15 priority corridor segments, derived from a combination of the High-Injury Network, public input, and existing and planned city projects. The Action Plan is a highly graphic document, and distills the recommendations into digestible graphics to support implementation, like the roadmap diagram on the following page.

The Plan was adopted on April 8, 2025.



QUICK-BUILD TOOLKIT

From Pixel to Pavement

The design components in the following pages are featured in the 15 Priority Segments, and can be applied to other High-Injury Network intersections and corridors. To advance Plan implementation, and evaluate capital projects, 17/19 of the components can be installed in the interim using the Quick-Build methodology.



This chart illustrates the progression of an iterative approach to project delivery. Though not all projects need to follow this exact model, it can be helpful to see how each project type builds towards the next, using incremental steps to deliver a capital project intended to create long-term change.

Project Type (time interval · relative cost)	DEMONSTRATION (1 day - 1 month · \$)	PILOT (1 month - 1+ year · \$\$)	INTERIM DESIGN (1 - 5+ years · \$\$\$)	LONG-TERM/CAPITAL (20 - 50+ years · \$\$\$\$)
Project Leaders	Anyone (city, non-profit, business owner, students etc.)	Government / organizational leadership - involvement required	Government / organizational leadership - involvement required	Government / organizational leadership - involvement required
Project Permission	Sanctioned or unsanctioned	Sanctioned	Sanctioned	Sanctioned
Materials - Maintenance	Very low-cost, typically low-durability. May be borrowed, easily made, or purchased; no maintenance required	Relatively low-cost, but semi-durable materials to maximize design flexibility while minimizing maintenance needs	Low and moderate cost materials, designed to balance design flexibility, performance outcomes, and maintenance	High-cost, permanent materials that cannot be adjusted easily; maintenance needs vary tremendously
Public Involvement	Optional before project implementation. Recommended during brief project lifespan	Required, frequent before implementation and frequent during evaluation period	Recommended, frequent before implementation, required during initial evaluation period, optional thereafter	Required before implementation, recommended during implementation and initial evaluation period, optional thereafter
Flexibility of Design	High: organizers expect project to be adjusted and removed within a short timeline, typically one week or weekend	High: proponents expect project to be adjusted; it may be removed if it does not meet goals upon initial evaluation	Moderate: organizers expect project to be adjusted, but it is intended to remain in place until capital upgrades are possible	Low: project is considered a permanent capital upgrade that is unlikely to be adjusted significantly once installed
Data Collection / Evaluation	Qualitative: optional Quantitative: optional	Qualitative: required Quantitative: required	Qualitative: recommended Quantitative: required	Qualitative: optional Quantitative: recommended

Terms and diagram format based on PeopleForBike's "Quick Builds for Better Streets," which defines the pilot / interim time intervals above as "quick build" projects. To access Quick Builds for Better Streets, visit: bit.ly/QuickBuildsReport (Images: Street Plans).



SOHO BROADWAY PUBLIC REALM VISION + FRAMEWORK PLAN

| NEW YORK CITY, NY

Client: SoHo Broadway Initiative

Reference: Mark Dicus, (Former) Executive Director,
212.390.1131 | mdicus@sohobroadway.org

Year: 2021

Budget: \$60,000

[Click here](#) to view the Plan document

Summary: Street Plans was hired by the SoHo Broadway Initiative, a business improvement district serving one of New York City's most iconic retail corridors, to develop a Framework and Vision Plan for the neighborhood's public realm. The SoHo Broadway District is known globally for its cast-iron architecture, shopping, beautiful loft apartments, and vibrant street life. However, while the neighborhood's buildings have continued to evolve over time, the public realm has not. Today, vehicular congestion, crowded sidewalks, existing building operations, and many other challenges prevent the District from achieving its full potential as a welcoming, beautiful, and safe place for residents, businesses, and visitors.

The Plan's framework calls for reducing through traffic and providing a greater supply of usable

public space to bolster safety, comfort, and economic vitality. Bolstered by Strategic Initiatives, Tactical Projects, and Supporting Actions, the Plan's Four Key Moves seek to deliver on the goal to create the most compelling and inclusive street life in New York City.

Street Plans worked closely with SoHo Broadway to jumpstart implementation with the immediate delivery of "Little Prince Plaza," a temporary car-free public space that sought to test one of the four key moves recommended in the Plan. Analysis of the temporary installation revealed almost 9,000 people used the street over a three-hour period versus an average of 4,500 vehicles per day. Moreover, nearly 90% of visitors said the plaza was a welcome addition to the neighborhood.

TYLin Project Experience

SFRTA General Planning Consultant | SOUTH FLORIDA

Client: South Florida Regional Transportation Authority (SFRTA)

Contact: Loraine Cargill, Director of Planning, Pompano Beach, FL • 954-788-7921 • cargill@sfrrta.fl.gov

Year(s): 2012 - Ongoing

Description of Services: Since 2012, TYLin has served as SFRTA's General Planning Consultant, completing more than 12 task work orders to support Planning and Engineering staff with multimodal transportation and transit planning studies.

Representative Task Work Orders:

- Downtown Boca Raton Transit Feasibility Study: Evaluated feasibility of downtown circulators and commuter-rail connectors; prepared alternative networks, service plans, cost estimates, and ridership forecasts.
- SFRTA Commuter Bus Comprehensive Analysis and Operations Plan: Systemwide analysis of first/last-mile commuter bus service along the 80-mile Tri-Rail corridor, including policies and procedures, ADA compliance, boarding/alighting locations, ridership, and operations efficiency and effectiveness.
- Uptown Urban Village LUPA Traffic and Mass Transit Analysis (Fort Lauderdale): Assessed existing and future conditions to enhance walkability and connectivity to current and planned transit; supported the master plan, form-based code, and Land Use Plan Amendment with multimodal impact analysis.
- Relocation Services to New SFRTA Campus: Operational readiness and facilities transfer management to relocate 150+ employees into an 80,000-sf facility while maintaining full operational capacity, executed in two consecutive phases to minimize disruption.
- Reinstate Opa-locka South Route Service: Operating plan and cost estimates for connectivity between the Opa-locka Tri-Rail station and key destinations (NW 22nd Ave/Alibaba Ave; Top Value Plaza; Miami-Dade College Transit Hub; Senior Center at NW 132nd St/NW 28th Ave; Flea Market North Entrance/LeJeune Rd). Two scenarios compared by run time, peak vehicle requirement, and cost; used by the City of Opa-locka to request FDOT funding.



CAM #26-0554

Exhibit 12

Page 73 of 125

TYLin Project Experience

NYSERDA Clean Mobility Program | NEW YORK STATE

Client: NYSERDA

Location: Otsego County; City of New Rochelle; Town of Pelham; Village of Sleepy Hollow

Contact: Richard Mai, Senior Project Manager, Clean Transportation, NYSERDA, (212)971-5342 x3476

richard.mai@nyserdera.ny.gov

Project Fee: \$400,000

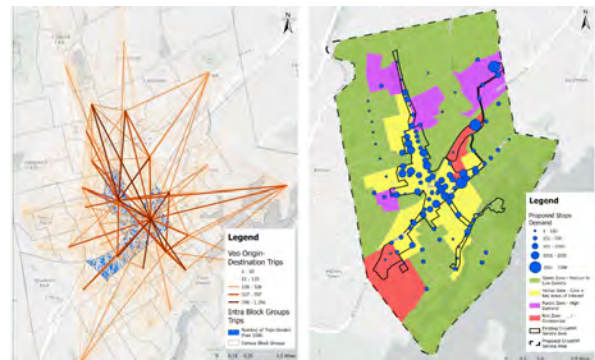
Year(s): January 2025 - Ongoing

Description of Services: TYLin, in partnership with NYSERDA and the participating localities, is developing comprehensive clean mobility plans that strengthen zero-emission connections to public transit and pilot shared transportation options. The work advances bike share, carshare, and microtransit through a blend of planning and demonstration projects tailored to each community.

Across all four localities, the program begins with an existing conditions and gaps analysis that documents transportation patterns, the availability of supporting infrastructure such as EV charging, community travel needs, and where current services fall short. TYLin then leads stakeholder engagement to surface on-the-ground challenges and preferences through workshops, interviews, and public meetings with residents, local officials, transit operators, and community groups. In parallel, the team conducts industry research to evaluate microtransit providers and related technology platforms, operational models, and performance, determining the best fit for each place. These inputs feed into recommended operations plans now in development, defining tailored service areas, operating hours, fleet size and vehicle types, technology needs such as booking apps, potential fare structures, and KPIs to measure demonstration success.

The City of New Rochelle initiative focuses on increasing access to affordable, sustainable modes, improving zero-emission connections to transit, and expanding shared options. The effort prioritizes stronger links between the New Rochelle Transit Center and key destinations, the expansion of on-demand microtransit, and more efficient first- and last-mile travel.

TYLin is enhancing the city's existing microtransit service, CircuitNR, by identifying Smart Stops and applying Circuit's demand-aggregation technology to improve trip efficiency and extend effective coverage. The team is also developing a fare structure for microtransit trips and identifying long-term funding mechanisms to ease the system's financial burden. Building on these changes, the service area will be extended to key points of interest and medium- to low-density residential neighborhoods using a demand-focused zone design. Complementary measures include strategic placement of micromobility pickup and drop-off zones to maintain consistent device availability throughout the day and support first- and last-mile needs. Finally, the plan calls for installing sufficient EV charging infrastructure in municipal parking garages around the Transit Center to support New Rochelle's growing EV population. Together, these actions advance New Rochelle's commitment to clean, shared transportation, reduce carbon emissions, relieve congestion, and foster a more equitable and accessible mobility system for all residents.



EXP Project Experience

NW 36 Street Multimodal Corridor Study | MULTIPLE CITIES, SOUTH FLORIDA

Client: FDOT District 6

Contact: Daniel Lameck • (305) 470-5238 • Daniel.Lameck@dot.state.fl.us

Year(s): 2021 - 2024

Description of Services: NW 36 Street is an east–west corridor extending approximately 8.626 miles from SR-826/Palmetto Expressway to I-195/SR-112/Julia Tuttle Causeway, traversing the Village of Virginia Gardens and the Cities of Miami Springs, Hialeah, and Miami. The corridor serves major destinations including Miami International Airport (MIA) and the Florida East Coast (FEC) Hialeah Railyard, as well as Miami Springs Golf and Country Club, Casino Miami, Tropicana Flea Market, Miami Jackson Senior High School, and the Shops at Midtown Miami. During concept development and multimodal improvement planning, EXP created corridor-specific High Injury Networks (HINs) to identify high-injury clusters and segments. This targeted safety analysis guided the selection of locations where safer road environments were most urgently needed to reduce crashes, injuries, and fatalities. All work was coordinated closely with local municipalities, FDOT District Six, and the Miami-Dade County Department of Transportation and Public Works (DTPW).

Vision Zero + Comprehensive Safety Action Plan | CITY OF BOCA RATON, FL

Client: City of Boca Raton

Contact: Nathan George, Transportation Mobility + Connectivity Director • nathan.george@myboca.us

Year(s): 2024 - Ongoing

Description of Services: The City of Boca Raton has initiated a Vision Zero Action Plan to eliminate traffic fatalities and severe injuries and to formalize its commitment as a Vision Zero City. EXP is supporting the development of projects and a new framework for addressing traffic safety through a multidisciplinary, data-driven approach. The work program includes walking and biking audits, workshops and charrettes, and broad public engagement campaigns. These efforts combine education, rigorous analysis, and active community participation to foster safer streets and deliver implementable, high-impact safety improvements.

CITT First- and Last-Mile Assessment | MIAMI-DADE COUNTY, FL

Client: Miami-Dade County, Citizens' Independent Transportation Trust (CITT)

Contact: Monica D. Cejas, PE, CITT Deputy Director • (305) 342-5894 • monica.cejas@miamidade.gov

Cost: \$160,000

Year(s): 2024 - Ongoing

Description of Services: EXP is preparing a countywide report of existing and proposed bicycle and pedestrian infrastructure for each municipality in Miami-Dade County. The effort includes the review and tabulation of projects identified in the Miami-Dade Transportation Planning Organization (TPO) 2050 Bicycle–Pedestrian Master Plan, the FDOT District Six Bicycle Network Connectivity Assessment, and municipal bicycle and pedestrian master plans. Special emphasis is placed on facilities that serve first- and last-mile connections to transit hubs and transportation centers. First- and last-mile initiatives can significantly improve access to transit by enhancing sidewalks, bike lanes, and shuttle connections, enabling more residents to reach stations easily while reducing traffic congestion and emissions. EXP is supporting Miami-Dade County through related projects, including the development of pedestrian facilities, bicycle paths, and implementation of the SMART Plan, with the goal of delivering a well-connected, multimodal transportation network.

Walker Consultants Project Experience



Las Olas Corridor Improvements - Parking Garage | FORT LAUDERDALE, FL

Client: City of Fort Lauderdale, FL

Contact: Diana Alarcón, CAPP, Previous Director of Transportation & Mobility • 615.862.8706

Description of Services: This essential parking structure along the Las Olas corridor supports new green space and two waterfront parks. The facility provides 662 spaces using a three-bay, five-level helix ramping system, and precast concrete was selected for its economy and durability. The façade features a programmable LED light show with effects that include ocean waves, fireworks, and a waving American flag.

The project eliminated blight, introduced mixed land uses, and restored public access between Central Beach and the Intracoastal Waterway. Inside, the structure includes restrooms, bicycle lockers, a parking office, and lighting designed to be sea-turtle friendly. Metal screening on the exterior introduced tension loads on precast panels and slab edges, which required special detailing to address.

Walker Consultants delivered parking consulting, functional design, MEP, structural engineering, wayfinding, and parking guidance services. The team developed custom attachment details and a grade-beam system to resist screening loads and implemented a guidance system to show space availability and direct patrons. The roof amenities level offers cityscape views and event space, EV stations are designed for future expansion, a dedicated shuttle pick-up and drop-off area sits at ground level, and wayfinding includes a level-count system with marquee signs.

City of Miami Beach Parking Master Plan | MIAMI BEACH, FL

Client: City of Miami Beach, FL

Contact: Monica Beltran, Previous Parking Director • 305.673.7505

Description of Services: Within the study area, the City provided approximately 1,584 public parking spaces, including about 457 on-street spaces and 1,127 off-street surface and structured spaces. Walker assessed the effects of removing on-street, revenue-producing spaces on the City's Parking System net income and determined there would be no material net impact, as reductions could be offset by utilizing underused inventory in adjacent City-owned off-street facilities.

In addition to current conditions, Walker evaluated future impacts along the 41st Street corridor. Significant impacts are projected within many on-street blocks, most of which already experienced capacity issues during the peak midday period. Additional blocks are expected to reach capacity as demand grows.

Armed with a clear understanding of how parking demand could be satisfied despite the reduction of on-street spaces, the City collaborated effectively with local merchants and constituents to advance corridor enhancements without risking the loss of transient, drive-to customers. As part of this strategy, extending sidewalks for outdoor seating and broader district placemaking will deliver a much-needed facelift and enable more patrons to safely and comfortably walk the district's pedestrian corridors.

M.G Vera Project Experience

Continuing Services for Survey, Mapping, and SUE | MULTIPLE COUNTIES, FL

Location: Broward, Indian River, Martin, Palm Beach, and St. Lucie Counties

Client: FDOT District 4

Contact: Jeffery Smith • (954) 777-4560 • jeffery.smith@dot.state.fl.us

Years: 2021 – Ongoing

Cost: \$5,000,000

Description of Services: Task-driven contract providing miscellaneous Survey and Mapping services across District 4. Services include Field Surveys; Historical Baseline and Existing Right of Way Determination; GPS Surveys; Monumentation Surveys; Bathymetric Surveys (single beam, multi beam, side scanner sonar); Utility Designation and Excavation (including Underwater Utilities); Tree Surveys (trees identified by an Arborist or Landscape Architect); Right of Way Control Survey Maps; Right of Way Maps; Maintenance Maps; Right of Way Monumentation Maps; Boundary Surveys; Quality Assurance Reviews; Expert Witness Testimony; Title Search Plotting Maps; Title Document Review and Analysis; Sketches; Parcel Staking; and Legal Descriptions.

Continuing Services for Engineering Consulting (Rail) | BROWARD COUNTY, FL

Client: Broward County (via TYLin.)

Contact: Vikas Jain • (954) 308-3353 • Vikas.jain@tylin.com

Years: 2024– Ongoing

Cost: Per Task Work Order

Description of Services: Design Survey and Right-of-Way Mapping services in support of Broward County rail activities under a continuing GEC task work order contract. Work is scoped and delivered per task, providing survey control, ROW mapping, and related documentation needed to advance rail planning, design, and implementation.

Davie Blvd Moveable Bridge | BROWARD COUNTY, FL

Client: WSP, Inc.

Contact: Roger G. Khouri, PE • Roger.Khouri@wsp.com • (305) 308-6118

Years: 2024 – Ongoing

Cost: \$45,526

Description of Services: Comprehensive Surveying, Subsurface Utility Engineering (SUE), and Utility Coordination services supporting design and construction. Surveying includes detailed Design and Right-of-Way surveys to establish horizontal and vertical control. SUE includes Quality Level B utility designations using surface geophysical methods to map horizontal positions of underground utilities and Quality Level A locates using vacuum excavation to expose and document precise horizontal and vertical positions of critical utilities, enabling conflict avoidance and resolution. Utility Coordination includes gathering data from Utility Agency Owners, documenting potential impacts, easements, and compensable interests, developing preliminary utility relocation cost estimates aligned with design options, and preparing and submitting the Utility Certification Package confirming completion of negotiations and resolution of identified conflicts to avoid construction delays.

Quality Counts Project Experience

Fort Lauderdale Mobility Master Plan | FORT LAUDERDALE, FL

Client: City of Fort Lauderdale (via Kittelson & Associates, Prime)

Contact: Jessica Josselyn • jjosselyn@kittelson.com • 954.653.5622

Year(s): 2020

Description of Services: Quality Counts completed more than 90 eight-hour turning movement counts (TMCs) and 30 seven-day count, speed, and volume (CSV) studies to provide current, reliable traffic data supporting the City's Mobility Master Plan. The results supplied partnering engineering firms with up-to-date information to inform corridor and network analyses.

Planning and Engineering Consultant Services | MIAMI BEACH, FL

Client: City of Miami Beach (via Kittelson & Associates, Prime)

Contact: Jessica Josselyn • jjosselyn@kittelson.com • 954.653.5622

Year(s): 2022

Description of Services: Under this on-call contract, Quality Counts delivered data needed to support City decision-making around multimodal operations, parking, and speeds. Tasks were issued as individual work orders, all completed on schedule. Most collections consisted of pedestrian and bicycle studies, tube counts for volumes and speeds, and turning movement counts. Quality Counts coordinated directly with both the City and Kittelson throughout delivery.

I-95 PD&E Study | BROWARD COUNTY, FL

Client: FDOT District 4 (via AECOM, Prime); for Broward MPO

Contact: Raj Shanmugam (now with Trident Engineering LLC) • RajS@TridentEngLLC.com • 954.451.3795

Year(s): 2020

Description of Services: As part of a multi-year General Planning Contract, Quality Counts performed bicycle and pedestrian counts at 26 locations for 24 hours via video on both a midweek day and a weekend day, and collected 24-hour vehicular counts at nine locations across the study area. All counts were collected within two weeks and delivered within two weeks of filming.

Planning and Engineering Consultant Services | MIAMI BEACH, FL

Client: FDOT District 4 (via F.R. Aleman, Prime)

Contact: Amazia Kiboko • Amazia.Kiboko@FR-Aleman.com • 305.591.8777

Year(s): 2021 - Ongoing

Description of Services: Quality Counts supports the D4 annual statistics contract by collecting designated sites requiring 48-hour class and volume counts. The team also performs PTMS site collections and uploads data in accordance with FDOT requirements. All counts under this contract have been completed on time and on budget.

**TAB 5:
APPROACH TO SCOPE OF WORK**

Approach to Scope of Work

OUR UNDERSTANDING & OVERALL APPROACH

Fort Lauderdale needs an on-call partner that turns clear problem statements into built projects while keeping capital work and grants moving. The City's objectives are to reduce deaths and serious injuries, improve multimodal access and first-last mile connections, increase transit reliability, and manage the curb for safety and commerce. Street Plans will meet these goals by pairing a Safe System mindset with disciplined delivery: set outcomes first, diagnose quickly and rigorously, co-design clear choices with staff and the public, and carry the preferred concept into buildable plans, defensible costs, and a monitoring plan so success is visible and repeatable.

Each task order begins with a concise scoping note that defines objectives, decisions, roles, and key performance indicators tied directly to the City's adopted mobility and Vision Zero goals. These KPIs—target speeds, crossing frequency and compliance, person-throughput, ADA and PROWAG access, bus on-time reliability, and curb performance by hour and use—become the backbone of design and measurement. We verify conditions through structured fieldwork—day/night, peak/off-peak, school/event windows—and supplement observation with right-sized analytics.

Our team integrates local field verification with advanced mobility analytics. Platforms such as Replica (Trends, Places, Scenario), RITIS, Signal Four, and FDOT's CARS database provide real-world insights into travel behavior, exposure, and crash risk. INRIX and StreetLight Data quantify trip purpose, mode share, and origin-destination patterns that inform both corridor and network decisions. TYLin's specialists synthesize these data sources with modeling tools like Synchro, SimTraffic, Vissim, and Vistro to simulate traffic operations and transit reliability under various design or service scenarios. The result is a data environment that moves seamlessly from field observations to calibrated, scenario-tested recommendations.

Better outcomes come from better decisions. Better decisions come from clearer communication. Every project includes visuals that translate complex data into intuitive choices: map-based dashboards, photorealistic renderings, plan/section diagrams, and



3D intersection views. Quick-build pilots and pop-up demonstrations let residents and decision-makers experience concepts in real life before capital funds are committed. Public feedback loops are structured around "You Said / We Did" summaries, ensuring transparency at every gate. For outreach, we combine mobile-first surveys, QR-coded signage, geofenced polls, and multilingual materials (English, Spanish, and Creole as needed) to reach diverse communities across the City.

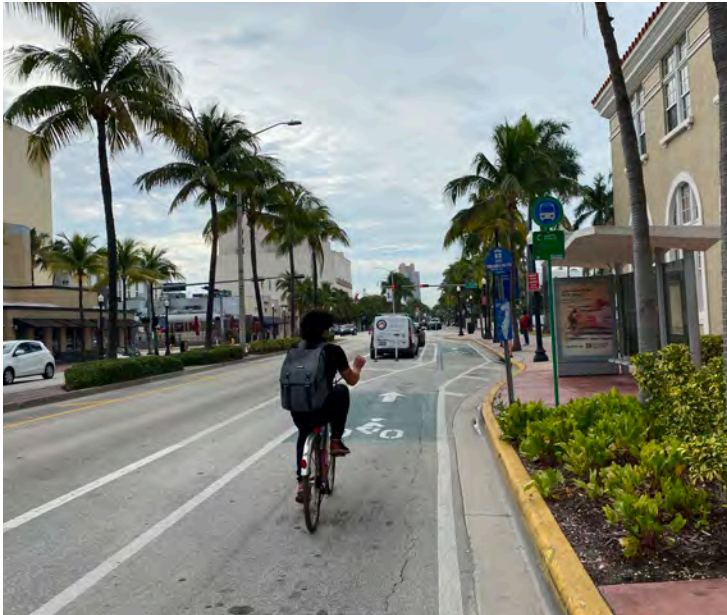
Roles are clear and coordinated so the City can activate only what it needs. Street Plans leads multimodal transportation planning, Safe System and Vision Zero programs, tactical design and outreach, grant assistance, and engineer's estimates. TYLin leads transit planning, signals, connected-vehicle, and ITS work, leveraging access to Replica, transit AVL/GTFS data, and adaptive-signal integration. EXP leads traffic engineering studies, simulations, and environmental documentation; M.G. Vera provides survey, mapping, SUE, and geotechnical services; Walker Consultants leads parking, curb management, and technology; and Quality Counts delivers validated multimodal counts and Bluetooth/radar data collection. This team provides the City of Fort Lauderdale a full-service bench that can surge from rapid one-block fixes to multi-mile corridors without delay.

Each task follows a standardized gate sequence—Kickoff, 30%, 60%, 90%, and Final—anchored by decision-ready submittals and defined review windows. Kickoff releases a field plan, a data request list, a CAD/GIS base strategy, and a risk register. At 30% we frame design alternatives and tradeoffs;

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Left: As part of Street Plans' on-call work for the City of Miami Beach, the team conducted a field assessment of all 13 bus stops on Washington Ave, and made recommendations as to which boarding installation was most appropriate.

at 60% we advance refined geometry, costs, and permitting paths; at 90% we issue near-final sheets, QA/QC checklists, and cost documentation; and Final delivers signed CAD/PDF packages, quantities, pay items, and monitoring plans. Weekly check-ins maintain a live action log, and formal QA/QC occurs at 60% and 90% using discipline checklists for geometry, accessibility, drainage, signals, signing, marking, and MOT. Constructability reviews with Fire, Operations, and Parking happen early—never at the end—so field crews and maintainers are partners in design.

We accelerate delivery by running parallel workstreams—fieldwork, analytics, and concept sketching—within the first four weeks, activating survey/SUE, modeling, and signals only where decisions depend on them. Urgent safety tasks can compress to six to eight weeks by front-loading decisions and using pre-vetted standard details. For pilots, we arrive with an installation playbook, vetted materials, and vendor-ready quantities, so implementation can begin immediately upon City approval. Each task closes with documentation and editable source files, ensuring traceability, cost transparency, and readiness for capital procurement or next-phase design.

SCHEDULING METHODOLOGY

Every task order begins with a one-page scoping note that fixes objectives, decision points, deliverables, roles, risks, and assumptions; this document anchors the baseline schedule and ensures Street Plans and the City share the same definition of success from day one. We then establish a standard sequence of gates—Kickoff, 30% Concept, 60% Preferred, 90% Pre-Final, and Final/Issue—each with an agreed review window and a tracked comment log that records dispositions and responsible parties. When scope, assumptions, or dependencies change, we formally rebaseline the schedule so the record remains accurate and the path to delivery stays visible. Intake also sets an escalation matrix that routes stalled decisions to the Project Manager, Deputy PM, or Task Leads, ensuring resolution within twenty-four hours and protecting the critical path.

Each gate produces decision-ready materials that move the work forward without rework. Kickoff issues a field plan, data request list, CAD/GIS base strategy, communication plan, and a risk register with initial mitigations. 30% Concept submits alternatives with plan/section sketches, critical dimensions, an early MOT approach, order-of-magnitude costs, and concise open questions to close in a working session. 60% Preferred advances refined geometry, cross-sections, intersection sheets, preliminary signing/marketing, preliminary signal concepts (as applicable), updated costs, and a documented permitting path. 90% Pre-Final delivers near-complete sheets, quantities, specifications, MOT, discipline-specific QA/QC checklists, a comment matrix with responses, and current utility-coordination status. Final/Issue provides signed PDFs and CAD, bid items and estimates, written responses to all comments, and—where applicable—a monitoring plan defining before/after reads.

Our on-call rhythm is predictable and fast so City staff can plan reviews and decisions with confidence:

Weeks 0–1: NTP, finalize scoping, verify existing data, complete the field plan, stamp the schedule baseline; establish standing biweekly check-ins.

Weeks 2–4: Fieldwork and quick analytics; submit 30% Concept; open the City review window and convene a working session to close open questions.

Weeks 5–7: Refine alternatives, calibrate costs, submit 60% Preferred; advance utility and signal coordination in parallel.

Weeks 8–10: Complete detailed layouts, MOT, specifications, quantities; submit 90% Pre-Final after the first QA/QC pass.

Weeks 11–12: Issue Final package and estimate and complete the second QA/QC pass; provide procurement/bid support the following week if requested.

We achieve speed by running workstreams in parallel rather than in sequence. Field observation, analytics, and concept sketching proceed concurrently, and we activate survey/SUE, modeling, and signal timing only where those efforts influence an imminent decision—preventing over-modeling and protecting budget and schedule. When the City identifies an urgent safety fix or a pilot that must move quickly, we compress to a six- to eight-week path by front-loading decisions, relying on pre-vetted details, reserving reviewer time blocks on the City calendar, and issuing interim two-page decision notes between gates so momentum never depends on a single large submittal.

Tight controls keep documents clean and reviews efficient. Weekly check-ins drive a live action log assigning owners and due dates; all files use uniform naming/versioning with a schedule stamp on the title block so staff always open the latest set. Comment matrices capture every City note through closure and clearly distinguish technical corrections from policy choices. Two formal QA/QC passes occur at 60% and 90% using discipline checklists (geometry, accessibility, drainage approach, signals, signing/marking, MOT). We stage constructability and maintenance reviews with Operations and Fire at 60% so functional changes land early, not at the end of the process.



Risk and dependency management are built into scoping and delivery. The scoping note flags all items that can move the schedule, including utility locates and owner response times, drawbridge and causeway constraints, school-year windows and special events, seasonal weather and king-tide conditions, permitting touchpoints, and material lead times for quick-build elements. Each risk receives an owner and a first-line mitigation (alternate materials, a secondary vendor, adjusted phasing, or temporary traffic-control swaps). If a dependency slips, we re-sequence tasks to protect the critical path and document the change in the action log and schedule update so downstream effects are clear and contained.

Rebaselining follows a transparent, prompt protocol. When City priorities shift or scope expands, we publish a revised schedule within 72 hours that updates gate dates, reviewer assignments, and responsibilities. The previous baseline remains archived in the file header for traceability. The rebaseline memo identifies any consequences for procurement, permitting, or interagency coordination and proposes mitigations so the City can make an informed decision immediately.

We resource multiple concurrent task orders with small, focused pods that can surge as needed. Each pod includes a Project Manager, Deputy PM, Designer, and Engineer; subject-matter leads in signals, modeling, survey/SUE, and parking join when required. Pod leads meet on a rolling two-week look-ahead to level resources across corridors and preempt bottlenecks. When two efforts share a department

reviewer or a utility dependency, we intentionally stagger gate dates to smooth the City's review load without slowing overall throughput.

Our expedite protocol provides a safe, disciplined way to act on life-safety needs without sacrificing quality. For limited safety scope, we can issue a one-week 15% concept sketch with a cost range to unlock a quick City decision, then move to a four-week 60% submittal and an eight-week Final—contingent on fast-turn comments and early alignment on standard details/materials. We arrive with pre-approved details and an installation playbook to support that pace.

Closeout and handoff complete the loop and prepare the next task to start faster. Final packages include editable CAD, quantity takeoff logs, pay-item spreadsheets, and documented assumptions so procurement and construction proceed without delay. Quick-build packages add an installation script, a complete MOT diagram set, and a light monitoring plan with a two- to four-week after-study capturing before/after performance. Lessons learned are folded back into our standard details and checklists, reducing design friction and review time on subsequent Fort Lauderdale task orders.

WORKLOAD & CAPACITY

Street Plans and our subconsultants maintain standing capacity to deliver multiple municipal on-call assignments concurrently, and the core Fort Lauderdale pod preserves protected production time each week for rapid starts and short review cycles. Our current portfolio is balanced across planning, quick-build delivery, and design support, which allows us to level resources without starving any one discipline. We manage utilization with a rolling two-week look-ahead and a monthly capacity check so deadlines remain visible, handoffs are clean, and the team can surge when the City needs an expedited turn. Anticipated workload over the coming quarters is steady and well within our operating range; we have deliberately held flexible bandwidth in planning, traffic engineering, signals support, survey/SUE, and visualization to accommodate new Fort Lauderdale task orders without deferring existing commitments.

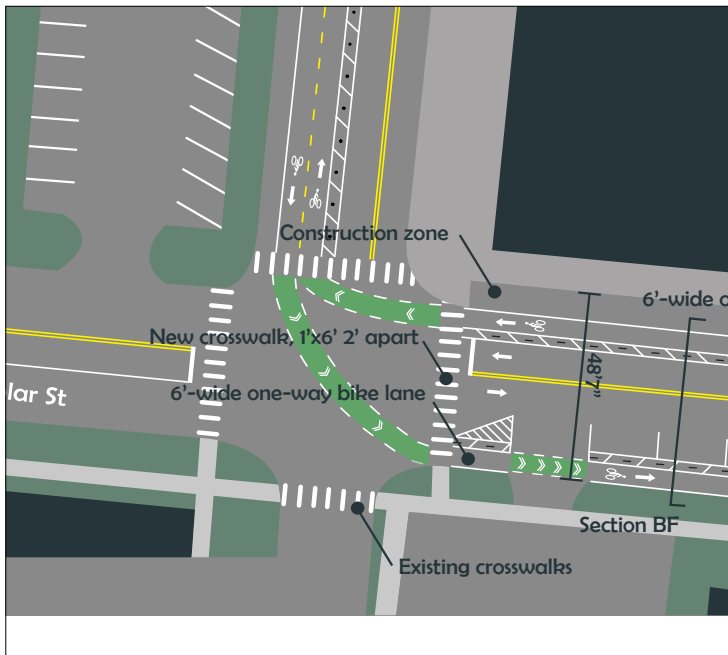
This contract fits into that program as a top-tier on-call with reserved production capacity and dedicated management coverage, enabling immediate mobilization upon task order. Our subconsultant task leads have likewise reserved hours for rapid deployment across survey and subsurface utility engineering, traffic operations and signals, macro and micro simulation, multimodal data collection, and



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parking and curb management. We structure delivery through small, focused pods led by a Project Manager and Deputy PM, with discipline leads joining per scope—giving the City continuity and the flexibility to scale effort up or down without resetting the team.

We prioritize Fort Lauderdale task orders according to outcome-driven rules aligned with City needs: safety-critical assignments and tasks tied to grant or procurement deadlines move first; next are efforts bound to specific field windows (school-year operations, special events, drawbridge constraints, seasonal conditions); remaining work is sequenced to sustain momentum across corridors and coordinate interdependencies with utilities, signals, and permitting so progress on one effort does not stall another. We staff to the dates the City requests, escalate early if constraints appear, and shift internal resources to protect the critical path rather than allowing a single dependency to delay the program.

To make that prioritization work in practice, Tony, Dana, and task leads maintain recurring calendar holds each week for City coordination and expedited reviews. We provide direct contact information and an escalation path at NTP so questions never wait for a standing meeting; each lead has a designated alternate to preserve continuity during vacations or unforeseen absences, and the broader team is cross-trained on file structure and drafting standards so production does not pause when personnel rotate between tasks.

We will also furnish a concise table summarizing active projects with our role, current phase, and anticipated completion timeframes, update it at submittal, and refresh it upon NTP so the City has a clear view of our pipeline at the outset. If any schedule risk emerges, we notify the City immediately so we can relevel resources together and keep delivery on pace.

FACILITIES, TECHNOLOGY, AND RESOURCES

Street Plans and its partners deliver with a modern, interoperable toolchain that reduces rework, accelerates decision-making, and produces deliverables the City can use immediately.

Design, Modeling, and Simulation Tools

- **AutoCAD / Civil 3D (FDOT Standards):** For all corridor and intersection layouts, striping, and plan sets, with consistent layer structures and naming conventions aligned with City and FDOT templates.
- **Synchro / SimTraffic / Vissim / Vistro:** For signal optimization, TSP/EVP evaluation, and transit operations modeling, calibrated with field counts, detector data, and AVL feeds.
- **ArcGIS Pro + ArcGIS Online:** Centralized geodatabase integrating crash, speed, land-use, and curb data, with interactive dashboards for City staff and public engagement.
- **Replica, RITIS, INRIX, StreetLight Data:** Advanced analytics platforms for multimodal travel behavior, O/D modeling, person-throughput, and congestion diagnostics.
- **Signal Four Analytics + FDOT CARS:** For crash diagnostics, injury-severity mapping, and high-injury-network monitoring.
- **Bluetooth / Wavetronix / GPS Video Sensors:** Deployed by Quality Counts for multimodal volume, speed, and travel-time studies.
- **Cost Estimation Tools:** FDOT-aligned pay-item workbook with escalation factors, alternate bid options, and takeoff logs linked directly to CAD callouts.

Connected Systems and Smart City Readiness

TYLin’s connected-vehicle and technology specialists integrate SPaT/MAP messaging, adaptive-signal corridors, and ITS communication infrastructure into Fort Lauderdale’s growing network. These systems will allow the City to pilot real-time speed management,

queue warning, and pedestrian safety analytics on key corridors. Smart-curb management solutions and parking-sensor technology will inform Walker Consultants' work on curb allocation and turnover analysis, supported by license-plate recognition (LPR), pay-by-phone datasets, and guidance systems for structured facilities.

Visualization, Engagement, and Communication

Our graphics and design teams employ Adobe Creative Suite, Twinmotion, SketchUp, and GIS-based renderings to produce 3D visualizations and simulation videos that help the public and decision-makers see outcomes before construction. Engagement uses a digital-first workflow: QR-enabled flyers, real-time comment dashboards, and pop-up stations equipped with tablets for feedback collection. "Story map" visualizations built in ArcGIS Online allow residents to explore concepts interactively. Public materials are fully ADA-compliant and translated into Spanish and Haitian Creole.

Data Security, QA/QC, and Governance

We use a controlled SharePoint environment with permission-based folders, uniform naming conventions, and automated version tracking. Each deliverable carries metadata documenting reviewer, version, and schedule status. PE review and stamping are conducted by Street Plans' Florida-licensed engineer of record. QA/QC follows a dual-pass

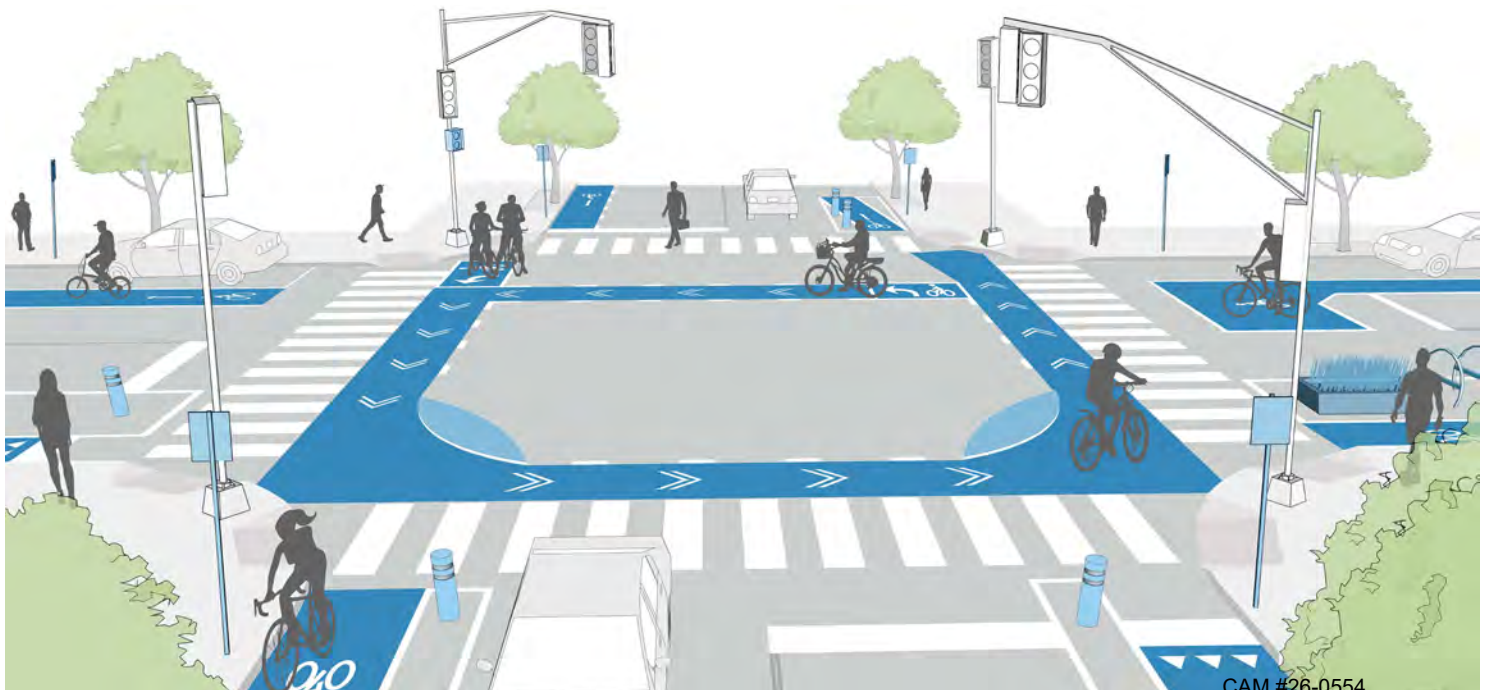
protocol—technical (design integrity) and editorial (clarity and ADA compliance). The geodatabase maintains all survey, traffic, and design records for auditability and easy handoff to City systems.

Local Mobilization and Production Capacity

Street Plans maintains a dedicated South Florida office capable of mobilizing fieldwork within 24–48 hours. M.G. Vera provides on-call survey and SUE teams, including ASCE-38 Level A/B designations and targeted borings for pavement and drainage design. Quality Counts operates local count crews equipped with radar and Bluetooth sensors, minimizing lead times. Subconsultant labs support materials testing, and TYLin's transit and signal specialists operate regionally with rapid deployment capability. Together, these facilities and technologies provide Fort Lauderdale with a partner that can scale from small pilots to corridor-level PS&E, balancing precision and speed with full digital traceability.

PROPOSED SCHEDULES FROM NTP TO CONSTRUCTION DRAWINGS

The City of Fort Lauderdale expects projects to be completed expeditiously and may adjust schedules as needed. To support that expectation, we propose three schedule archetypes that the City can apply to task orders and rebaseline quickly as conditions change.



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Quick-Build Safety Pilot

(Signing/Markings/Posts/Modular Curbs)

8–12 weeks

- **Week 0:** Upon Notice to Proceed, Street Plans will finalize the scope and complete a field plan so mobilization can begin immediately.
- **Weeks 1–2:** We will perform focused fieldwork and targeted data collection and convert findings into a 30 percent pilot concept that frames the test geometry, materials, and success metrics.
- **Weeks 3–4:** We will advance the preferred layout to 60 percent with a maintenance-of-traffic plan, a materials list sized to local vendor availability, and an updated cost.
- **Weeks 5–6:** We will produce a 90 percent field package with an installation script, quantity takeoffs, and concise outreach collateral that explains what is changing, for how long, and how to provide feedback.
- **Weeks 7–8:** We will issue the final package and support procurement so delivery is not delayed.

Following installation, we will conduct a two- to four-week monitoring window that captures before-and-after observations and documents results in a short memo with recommendations for refinement or permanence.

Corridor Signing/Striping PS&E

(No Civil)

12–16 weeks

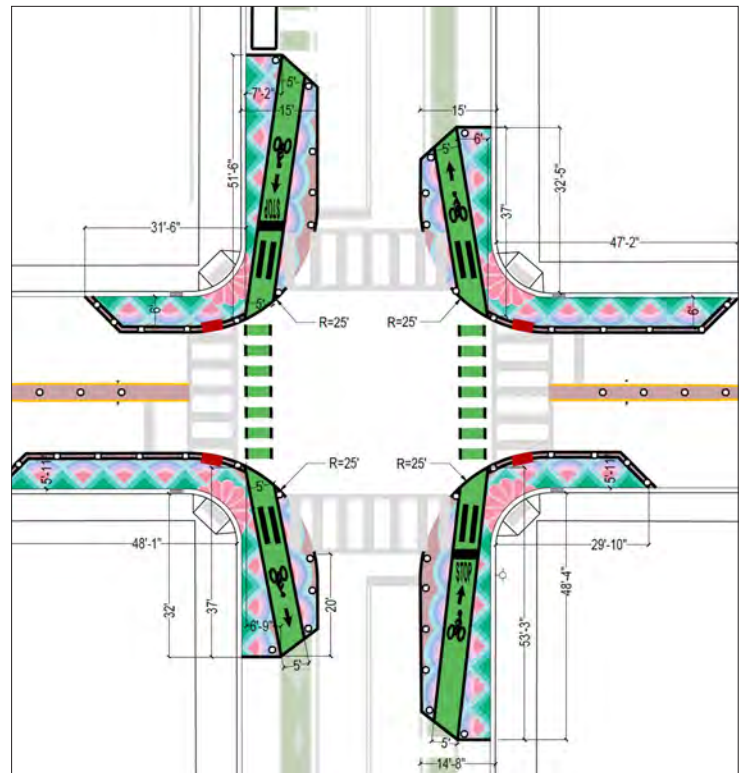
- **Weeks 0–1:** We verify the survey or base mapping, confirm constraints, and hold a kickoff to lock objectives and review windows.
- **Weeks 2–4:** We prepare 30 percent concepts and typical sections that establish the operating framework and highlight decisions for City review.
- **Weeks 5–7:** We deliver 60 percent plans for signing and marking with developing details, quantities, and a calibrated estimate so scope and cost align early.
- **Weeks 8–10:** We complete a 90 percent PS&E package that includes maintenance-of-traffic and any special provisions required for letting.
- **Weeks 11–12:** We finalize PS&E, issue the estimate, and remain available for bid support so the corridor can move directly into procurement.

Complex Intersection or Short Corridor CDs

(Civil/Signals/ADA)

24–32 weeks

- **Weeks 0–2:** We confirm the subsurface utility engineering approach (Level B and selective Level A) and plan any targeted borings needed for pavement or drainage decisions.
- **Weeks 3–6:** We produce a 30 percent concept with horizontal control, initial drainage strategy, and signal concepts so the team can evaluate feasibility and tradeoffs.
- **Weeks 7–12:** We develop a 60 percent package with horizontal and vertical design, drainage calculations, signal sheets, quantities, and an updated estimate to set the project on a firm technical footing.
- **Weeks 13–20:** We complete a 90 percent set with specifications, maintenance-of-traffic, utility coordination documentation, and permit submittals so review agencies can proceed without rework.
- **Weeks 21–24+:** As reviewers return comments, we finalize construction drawings, address all responses, and provide bid support to carry the project into delivery.



OUR VISION

Street Plans' vision for Fort Lauderdale is a complete, connected, and forgiving transportation network that manages speed, protects vulnerable users, supports reliable transit, and sustains commerce. It is a city where walking, biking, transit, and deliveries coexist through design—not luck—and where data and daily experience continually improve one another.

Safety and Comfort by Design

We envision a network where context-sensitive target speeds, protected intersections, and high-visibility crossings are the norm—not the exception. Protected bike lanes link neighborhoods to schools, parks, and transit. LPIs, APS, and refuge islands are standard at signalized crossings. Sidewalks are continuous, shaded, and ADA-compliant, designed with drainage that anticipates king tides and heavy rain.

Reliable and Accessible Transit

Transit runs reliably across drawbridges and causeways with adaptive schedules informed by real-time analytics. Far-side, in-lane stops with bulbs and queue jumps reduce dwell time and conflicts. Transit Signal Priority (TSP) and Emergency Vehicle Preemption (EVP) systems are deployed strategically to protect schedule reliability without degrading cross-traffic safety. Bus stops are shaded, well-lit, and integrated with bikeways and sidewalks.

Smart Curbs and Commerce.

Curbs rules adapt by time and place. Smart sensors and payment data inform dynamic pricing, turnover, and enforcement. Short-stay delivery zones and TNC/micromobility staging areas are visible and safe. District-level "park-once" strategies reduce friction, and technology-backed curb management keeps travel lanes and crossings clear without harming business access.

Public Realm Activation and Tactical Delivery

Public spaces are flexible, shaded, and comfortable. Tactical Urbanism activations—painted curb extensions, pop-up plazas, artistic crosswalks—test new ideas before capital commitments. Durable quick-build materials and standard detail libraries ensure implementation speed without compromising quality.

Equity and Resilience

Investments start on the high-injury network and in neighborhoods with the highest crash risk and lowest access to options. Projects integrate shade, drainage, and lighting to address climate vulnerability and heat exposure. Safe routes to schools and transit anchors are early priorities, with continuous monitoring of progress through an equity lens.

Performance and Transparency

A public dashboard will track speeds, crash severity, crossing compliance, bus reliability, bike counts, and curb turnover. Every project contributes new data that refines the next. "You Said / We Did" summaries and before/after visuals close the loop between the public, staff, and design team.

Our vision is practical, measurable, and implementable. We link analytics, design, and delivery so every corridor—from Las Olas to Sunrise, Andrews to A1A—becomes safer, more reliable, and more vibrant. Through partnership with City staff, Street Plans and our team will deliver projects that save lives, expand access, and prove that Fort Lauderdale's streets can move safely and beautifully for everyone.



1 – Transportation Planning & Analysis

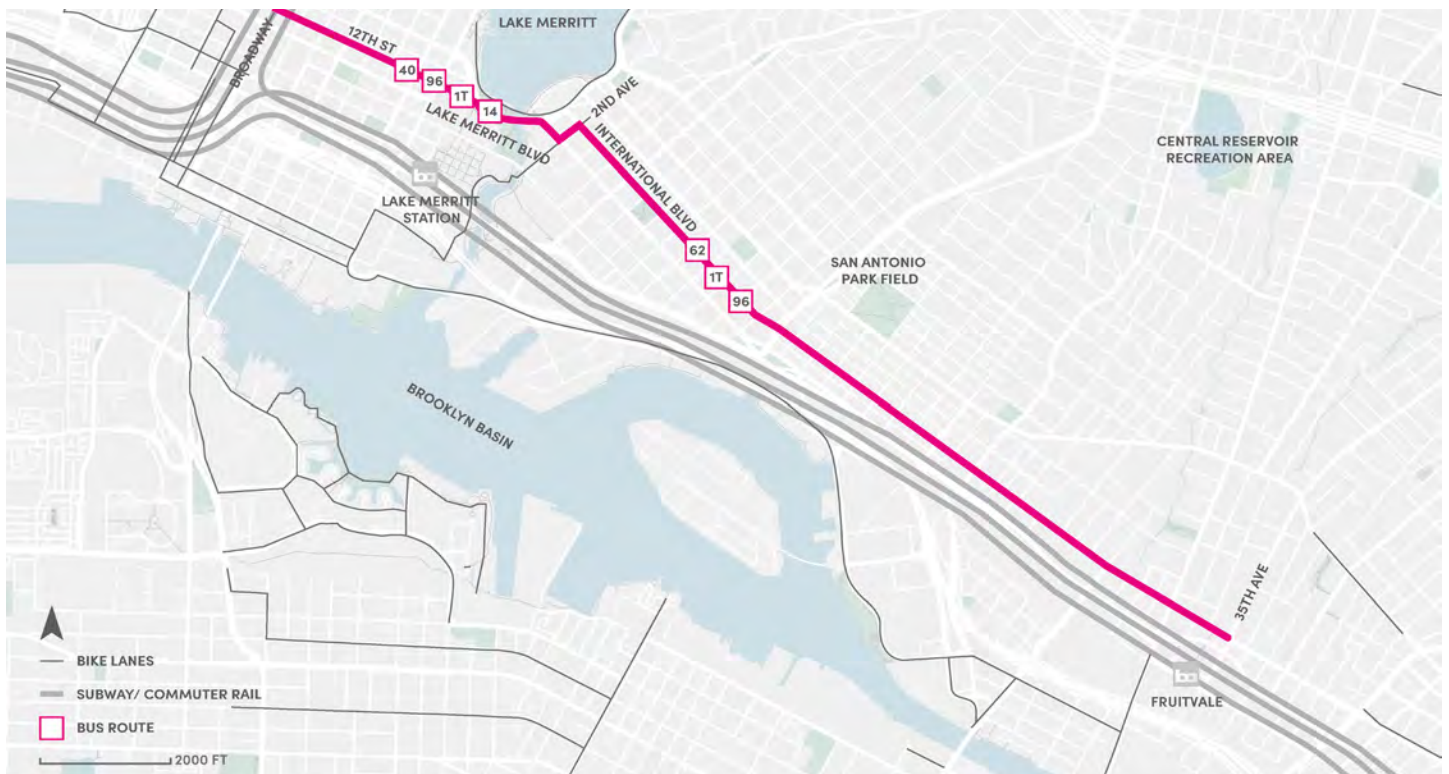
We turn clear problem statements into built projects on corridors that matter most to Fort Lauderdale, including drawbridge approaches, coastal arterials, and the Brightline–Downtown–Las Olas–Beach spine. Each corridor moves through Existing, No-Build, and Build conditions with AM/PM plus weekend evening peaks, seasonally adjusted turns, current signal timing, and background growth so concepts hold at opening year. We lock outcomes and KPIs up front, verify conditions day and night, and pair decisions with grant-ready exhibits, defensible costs, and quick-build details. Preferred alternatives leave this contract with buildable sheets, a funding path, and a schedule that has passed PE checks and red-team QA/QC.

1A. TRANSPORTATION PLANNING

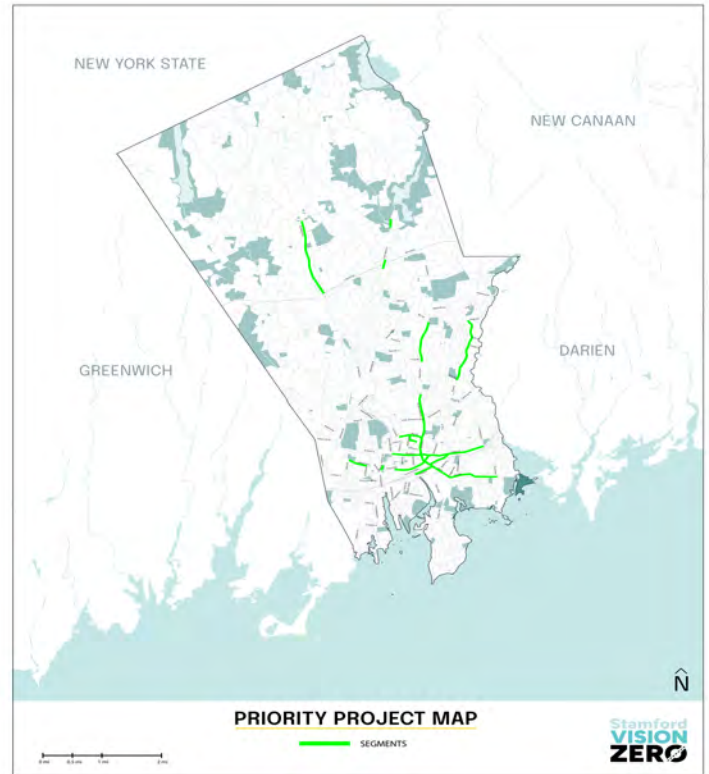
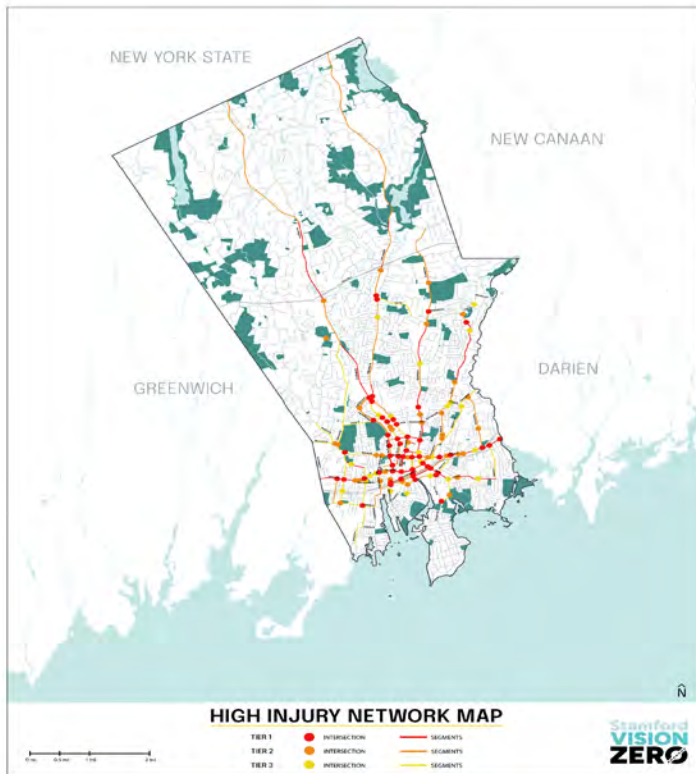
Multimodal Transportation Master Plans

We write plans that are fundable, phasable, and measurable. The approach is Safe System and Vision Zero, translating policy into drawings, costs, and implementation paths consistent with NACTO,

AASHTO, MUTCD, FDOT, and ADA/PROWAG. With City staff we set objectives tied to fewer severe crashes, reliable transit, first and last mile access, continuous low-stress bikeways, and curb management that supports commerce. KPIs include target speeds, crossing frequency and compliance, person-throughput at constrained approaches, access to marked crossings within five minutes, frequent transit within ten minutes, and added bikeway mileage. Diagnosis is fast and structured. Field audits span peak/off-peak, school release, weekends, and seasonal conditions important to tourism. We document speeds, yielding, near-misses, sight lines, lighting, accessibility, driveway conflicts, bus operations, bikeway protection, and curb activity. Analytics are right-sized with tools such as Signal Four, Replica, INRIX, and StreetLight, and modeling is used only when decisions depend on it. Options clearly show how speed is managed, where people cross, how cyclists are protected, how transit moves, what the curb does by time of day, and what it costs and delivers. When proof helps, we propose quick-



Lyft retained Street Plans to manage the development and delivery of "Resilient Corridor" concept designs in six markets across the country, including International Boulevard in Oakland, CA (pictured above). Street Plans was responsible for coordinating local municipal and organizational partners in developing design concepts to meet local needs along high-priority corridors.



For Stamford's Vision Zero Action Plan we first identified the high-injury network before then applying a custom prioritization approach that divided the HIN network into three tiers. A similar mapping analysis can be produced for projects in the City of Fort Lauderdale.

build demonstrations with simple success metrics and a path to permanence. Preferred concepts conclude with plan and section views, quick-build details, MOT approaches, funding memos aligned to grants, and schedules with named owners.

Transit Planning

TYLin leads service design grounded in APC, AVL, and GTFS data, ride checks, and field observation. We diagnose stop spacing, running times, dwell drivers, and signal or crossing delays, then package stop consolidation, queue jumps, dedicated or shared bus lanes, TSP, and EVP. For drawbridges and causeways we model opening windows and pair far-side stops, queue jumps, and TSP so buses clear pinch points. Network planning tests alignments, branches, span, and frequency, and checks first/last mile connectivity. Signals and ITS are coordinated for timing, phasing, detection, and TSP/EVP. TYLin develops capacity analysis and business plan and pro-forma materials, linking operating and capital costs to fleet, staffing, fare policy, and life-cycle projections.

Vision Zero and Safe Systems Programs

Vision Zero must produce measurable reductions in death and serious injury. We align policy, design, operations, and engagement to manage speed, separate conflicts, and build redundancy so mistakes are not fatal. The program sets goals, governance, and a public KPI set, builds a High Injury Network that layers speed, volume, land use, equity, and exposure, and shifts standards so target speeds, protected intersections, frequent crossings, lighting, and legibility become normal practice. Early wins come through quick-build packages, followed by durable capital work. Safety criteria are folded into resurfacing, maintenance, and development review.

Connected Vehicle & Transportation Smart Technology

TYLin applies SPaT/MAP, roadside units, and data integration where they measurably reduce conflicts, improve bus adherence at constrained crossings, and speed incident response. We evaluate signal and ITS readiness, prioritize open standards and interoperability, and define pilots with clear metrics, data protocols, and rollout or sunset paths.

1B. SUPPORT SERVICES RELATED TO TRANSPORTATION PLANNING

Transportation Engineering Studies

EXP leads crash analysis, crossing analysis, road closure and detour analysis, intersection capacity and travel time analysis, origin and destination analysis, lane elimination analysis, multimodal LOS, bicycle level of comfort, and transportation network gap analysis. Baselines reflect Broward MPO program commitments and development pipelines so results remain valid at opening year. Safety work builds a High Injury Network and pairs crash type and severity with systemic countermeasures such as speed management geometry, turn calming, crossing upgrades, access management, and lighting. Operations work is right-sized, using Synchro or comparable tools where signal or turn choices require it, with 95th-percentile queue checks and travel-time validation.

Transportation Counting Services & Analysis

Quality Counts delivers multimodal counts using video turning movements, ATR tubes, side-fire radar, and license plate-based OD where scoped. Beach and entertainment corridors default to 72–96 hour windows with weekend and evening capture. Data are QA'd to agreed accuracy targets and delivered as CSVs and GIS layers for direct use in models, public exhibits, and grants.

Roadway Safety Audits

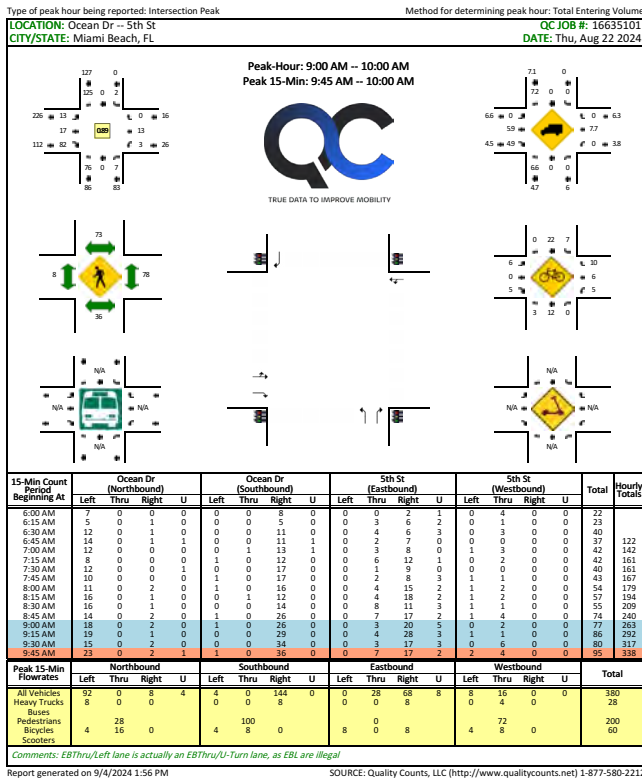
Street Plans runs swift RSAs framed by High Injury Network and equity screens. Day and night field passes, targeted data checks, and clear success metrics yield near-term and capital menus that reduce fatal and serious injury risk. Monitoring at 60 to 90 days confirms speed, yielding, and conflicts before scale-up.

Roadway Lighting and Photometric Analysis

We map existing conditions, identify dark spots and glare, review pole spacing and mounting heights, and design to uniformity and vertical illuminance targets so drivers detect pedestrians at appropriate distances. Recommendations coordinate with signal heads, detection, and signs.

Environmental Assessments

EXP prepares NEPA Class of Action screening, categorical exclusions, and focused resource reviews calibrated to the funding source and project footprint. Typical coordination addresses wetlands, protected species, cultural resources, noise, air quality, environmental justice, and community and equity considerations. For coastal South Florida, we add resilience notes that account for sea-level rise, stormwater management, and material durability. Screening results define the right path and data needs, then we sequence tasks so field surveys, agency consultations, and public documentation move in step with design. NEPA milestones are tied to 30, 60, and 90 percent submittals with clear hold points, so environmental clearance supports procurement rather than delaying it.



Quality Counts collected granular traffic count data by time, mode and direction for Street Plans' Ocean Drive Bike Lane Extension project for the City of Miami Beach.

Grant Application Assistance

Street Plans and subconsultants provide end-to-end grant application assistance for SS4A and other program, starting with a quick eligibility scan and a bid-or-no-bid memo that sets roles and a realistic schedule. We map each corridor or program to funder scoring criteria for safety, equity, access, climate, state of good repair, cost effectiveness, and readiness. The package includes concise narratives, before-and-after performance estimates, equity and exposure maps, and visual exhibits that make choices clear. Benefit tables cite transparent methods and sources, with letters of support and documented community feedback. Compliance and submittal checklists mirror the funder's rubric, improving scores and reducing rework.

Engineers' Cost Estimates

We issue estimate classes matched to design maturity, from planning-level ranges to detailed PS&E cost books. Quantities come directly from drawings using standardized takeoff logs linked to callouts for traceability. Unit prices are calibrated to FDOT pay items and recent South Florida bids, supplemented by current vendor quotes for specialty materials. Each estimate states assumptions, production rates, mobilization, MOT, and soft costs. Risk-based contingencies and escalation reflect market volatility and lead times. Where helpful, we provide alternates showing quick-build versus capital phasing options, plus major cost drivers to inform scope decisions.

Product Name	Quantity	Unit Type	Unit Cost	Total Cost	Matching item from FDOT Historical Item Average Costs	Unit Meas	Item Number
Surface Prep							
Removal of existing striping	57.5	SF	\$3.29	\$189.18	THERMOPLASTIC, REMOVE	SF	0711 17 1
Removal of existing markings	46	SF	\$3.29	\$151.34	THERMOPLASTIC, REMOVE	SF	0711 17 1
Paint							
Striping							
Thermoplastic paint white Single 6" SWL	0.13	GM	\$5,681.51	\$742.47	THERMOPLASTIC, STD-OTH, WHITE, SOLID, 6"	GM	0711 16101
Thermoplastic paint white Single 12" SWL	0.007	GM	\$13,812.28	\$96.79	THERMOPLASTIC, STD, WHITE, SOLID, 12"	GM	0711 11103
Thermoplastic paint white Single 2' SWL	23	LF	\$7.85	\$180.55	THERMOPLASTIC, STD, WHITE, SOLID, 24"	LF	0711 11125
Thermoplastic paint yellow Double 6" DSYL	0.02	GM	\$2,894.48	\$65.78	THERMOPLASTIC, REFURB, YELLOW, SOLID, 6"	GM	0711 12201
Thermoplastic bike lane marking	2	QTY	\$238.91	\$477.82	THERMOPLASTIC, STD, WHITE, MESSAGE	EA	0711 11160
Thermoplastic turn arrow marking	4	QTY	\$95.19	\$380.76	THERMOPLASTIC, STD, WHITE, ARROW	EA	0711 11170
Bike lane							
MMA paint green	926	SQ FT	\$10.41	\$9,639.66	GREEN COL PAV MARK, BIKE LANE	SF	920714100
Vertical Elements							
Physical Separation							
Flexible delineator post	4	QTY	\$103.53	\$414.12	DELINEATOR, FLEXIBLE TUBULAR	EA	0705 11 1
Zicla Zebra cycle lane separator	18	QTY	\$250.00	\$4,500.00		#N/A	#N/A
Signs							
MUTCD Signs							
MUTCD Signs	1	QTY	\$252.90	\$252.90	SIGN PANEL, F&I GM, UP TO 12 SF	EA	0700 3101
Removal of signs	1	QTY	\$73.90	\$73.90	SIGN PANEL, REMOVE, UP TO 12 SF	EA	0700 3601
Removal of sign posts	1	QTY	\$58.39	\$58.39	SINGLE COL GRND SIGN AS, REMOVE	EA	0700 1600
SUBTOTAL MATERIALS				\$17,223.66			
Misc Costs							
Mobilization	1	%	15%	\$2,583.55		#N/A	#N/A
MOT	7	DAYS	\$1,556.73	\$10,897.11	MAINTENANCE OF TRAFFIC	DA	0102 1
SUBTOTAL MISC COSTS				\$13,480.66			

Street Plans produced itemized cost estimates (thermoplastic pavement markings, signage, vertical elements and maintenance of traffic) for a bike lane extension project in South Florida. Estimates align project quantities and materials with FDOT Historical Item Average Costs, ensuring that unit prices reflect current statewide bid averages for comparable work.

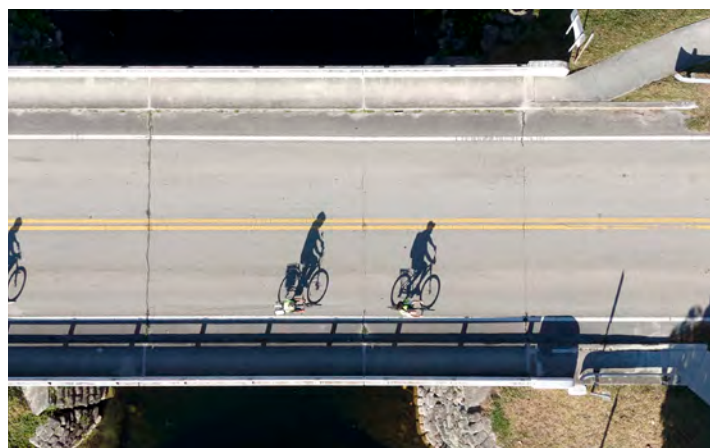
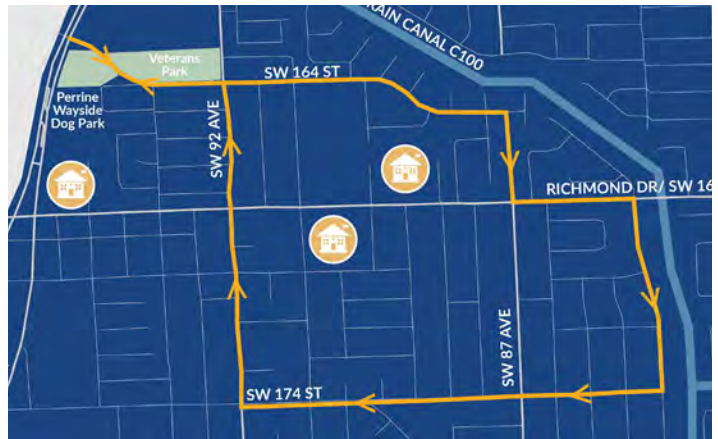
2 – Community Outreach

Street Plans will lead outreach that is inclusive, fast moving, and tied to decisions. Lasting outcomes come from meaningful process, not just meetings. We gather input, build trust, and elevate underrepresented voices so recommendations, priorities, and implementation reflect those who use the streets every day. We focus on neighborhoods where safety risk, active transportation need, and historic disinvestment overlap, while using high-reach tools to involve stakeholders citywide. Every tactic is checked for accessibility, cultural relevance, and respect for people’s time. Participation is tracked with equity benchmarks so we can adjust in real time, and our facilitators are trained in de-escalation and consensus techniques to keep conversations productive.

A single Engagement Matrix tracks all events, tools, comments, and themes. Midway through each effort we publish a short You Said, We Did that connects input to design and policy choices. This closes the loop and improves approvals and grant readiness. The approach is proven. In Palmetto Bay, online inputs and three mini-mode gatherings shaped High Injury Network priorities. In Fort Lauderdale’s Lake Ridge, block-level outreach built consensus for lane repurposing that reduced speeding by roughly half. We extend this rigor with a lightweight CRM log so follow-ups, contact permissions, and stakeholder commitments are documented for future task orders.

Community Engagement Plans

Each corridor or program starts with a right-sized plan that sets goals, audiences, tactics, and measurable outcomes. At kickoff we define the decisions public input must inform and the metrics for who we reached and what changed. Primary audiences include residents, workers, businesses, youth, seniors, people with disabilities, visitors, transit riders, freight/delivery operators, and non-English speakers. Title VI and ADA needs are addressed up front and revisited each phase; translation, interpretation, accessible routes, large-print materials, and—where appropriate—childcare stipends and transit passes lower barriers.



In Palmetto Bay, Street Plans’ walkabout and handlebar surveys showed strong attendance from residents (and pets) of all ages. Data and input gathered through outreach with members of the community helped shaped High Injury Network priorities.

We publish quantitative targets and report progress at each gate (for example, one-third participation from equity-priority areas, targeted family engagement near schools, meaningful older-adult participation). We also track sentiment, completion rates, and repeat participation. If a group is underrepresented, we pivot tactics and locations. Methods may include door-to-door canvassing, faith-partner meetings, or pop-ups at clinics, libraries, and food distribution sites.

Public-Facing Documentation and Presentations

People respond to clear, visual, mobile-friendly materials. Each phase includes a concise packet that frames the problem, presents options, explains tradeoffs, and asks specific questions; text is lean while diagrams, photos, and captions carry the message. Photo simulations, cross-sections, and intersection sheets use a shared icon set, labels, measured callouts, and plain-language notes. Our approach has been refined across dozens of projects in South Florida and many more nationwide, ensuring figures stand alone outside

meetings. PDFs are accessible (logical headings, tagged reading order, alt text, screen-reader tables), with translations, large print, and high-contrast layouts available. Briefings follow the same rules: slides foreground outcomes, choices, and next steps; technical detail sits in notes or appendices. We avoid jargon, prepare illustrative backups (parking, transit access, cost), and, when helpful, lead field walk-throughs so decision-makers can weigh tradeoffs with confidence.

Documentation & Feedback Loops

Every interaction produces an agenda, sign-in, slides, and a concise comment summary separating themes, specific requests, and location issues. File names, version dates, and consistent covers make the latest materials easy to find. As concepts evolve, we refresh graphics while keeping a stable visual system and narrative so participants can track progress. Updated packets show what changed and why, link back to prior feedback, and point to the next decision gate. Short You Said, We Did memos are posted within ten business days.

Creative and Interactive Engagement

We design interactive touchpoints capturing what people experience on the ground and turning it into design guidance. Riders, pedestrians, cyclists, drivers, and nearby businesses won't participate if it means rearranging their day. Each activity is short, well-branded, and easy to join—resulting in a steady flow of location-specific input that's practical to analyze and straightforward to act on. Pop-up events appear where and when they matter most—commute periods, school release, weekend peaks. Staff invite quick choices with dot voting and collect precise map markups revealing priorities and barriers block by block. Rider intercepts at stops

(Left) Street Plans has led multiple efforts for the Southern California Association of Government's (SCAG) Go Human program. We tailored outreach methods to garner support for existing planning efforts, address challenges along particular corridors, and increase public engagement in the planning and implementation process. Interventions ranged from parklets and programming, to pedestrian infrastructure like crosswalks and median refuges, and large-scale right-of-way transformations.



and platforms (a method we've used extensively along SFRTA corridors and in Miami Beach) add detail on reliability, transfers, perceived safety, and first-and-last-mile gaps. Surveys are brief and ADA accessible, offered in multiple languages, and mirrored by QR versions so people can follow up from a phone.

Structured street surveys and observations round out the picture. In Palmetto Bay, our Handlebar & Walkabout Surveys captured route-specific barriers and safety concerns directly informing High Injury Network priorities. Field sheets log crossing behavior, speeds, near misses, dwell and queuing at stops, curb activity, and access barriers. Short interviews explain the why behind what we see, distinguishing issues design can solve from those requiring operations or enforcement. On the business side, 15–30 minute storefront conversations document loading windows, turnover needs, and delivery pain points, followed by short email confirmation. In Fort Lauderdale's Lake Ridge, these block-level conversations built trust with local merchants and shaped final curb management. Sessions for youth and older adults use legible maps, large print, and guided walk-throughs surfacing age-specific concerns.

Materials invite participation. Bilingual handbills, take-one cards, and poster boards use clear prompts and simple visuals. Short social posts link directly to active surveys. Responses are coded and geotagged, then visualized as hotspot maps highlighting where design changes deliver the most benefit. We close the loop with You Said, We Did summaries showing how input changed crossing locations, refined stop amenities, clarified curb rules, and calibrated bikeway protection levels. We obtain photo consent where required and follow City privacy policies for all submissions.

Marketing, Mailers, and Digital Channels

Outreach must be coherent, credible, and easy to act on. We establish a simple identity system and narrative that explains the problem, choices, and path to installation. Templates are editable and sized for City workflows, including Commission-ready one-pagers, agenda graphics, and speaker

notes. Print still matters near corridors: bilingual flyers, postcards, fact sheets, and mailers are press-ready with QR codes and short links to current surveys or updates; English and Spanish are baseline, with Haitian Creole as needed. We partner with neighborhood associations, schools, faith groups, and business districts to extend reach and credibility. Digitally, a mobile-first microsite hosts timelines, maps, and milestone surveys with interactive visuals (before–after sliders, cross-section explorers, pin-drop comments). Short recorded briefings with captioning, live Q&A, and instant polls meet people where they are. Distribution is planned: targeted lists, utility-bill inserts where appropriate, door-to-door drops along the corridor, and geofenced boosts near routes, schools, senior centers, and project blocks—timed to land just before decisions. Graphics are designed to travel seamlessly across emails, staff reports, and Commission packets.

Measure and Adjust

Every QR code, short link, email nudge, and post is trackable. We monitor open rates, clicks, completions, representation against equity targets, and comment quality by location. Underperforming channels are adjusted; quiet neighborhoods are targeted. Input is summarized quickly, fed into drawings and estimates, and returned to the public in the same clear voice. The result is outreach that respects people's time, documents consensus, and helps Fort Lauderdale move good projects from idea to installation.

EVENTOS

Reuniones en Modo Pequeño

Asista a un taller específico para cada modalidad para revisar los comentarios del público y comenzar a identificar proyectos prioritarios. Se agradecen los comentarios sobre cualquier modalidad en todos los talleres; sin embargo, los ejercicios se centrarán en la modalidad indicada para facilitar un análisis profundo de las soluciones de diseño específicas para cada ubicación.

30 ABRIL	Tránsito Perrine Community House 6-7:30PM
1 MAYO	Rutas seguras a la escuela/Calmar el tráfico Cafeteria de la escuela primaria Coral Reef 6-7:30PM
3 MAYO	Andar en bicicleta/Caminando Centro de visitantes de Deering Estate 11AM-12:30PM

Street Plans produced multilingual marketing materials and hosted bilingual public engagement events for Safe Streets Palmetto Bay.

3 – Transportation Engineering & Technology

3A. TRANSPORTATION ENGINEERING SERVICES

Our full-scope transportation engineering services move cleanly from problem definition to buildable design. Street Plans leads general transportation and traffic engineering, safety-first street and intersection design, pavement marking and signage, bicycle and pedestrian facilities, and Tactical Urbanism concept development. TYLin leads traffic signal operations and design and bus and transit facility design. EXP leads macro/micro simulation, allowing for alternatives analysis under real conditions. For development reviews, EXP and TYLin provide clear, defensible comments balancing person throughput, access, and safety. EXP leads Maintenance of Traffic plans, with TYLin advising where signal timing or transit operations are affected and Street Plans supporting quick-build needs. Safety, access, and reliability targets guide the work. Our team then gets into the field, documenting speeds and conflicts, checking crossing frequency and quality, sight lines and daylighting, transit dwell and curb activity. Detailed ADA and lighting conditions are noted. Observations pair with targeted data and short methods memos so decisions rest on evidence. At each gate we issue decision memos with tradeoffs and order-of-magnitude costs so staff can choose a path with confidence and move quickly to delivery.

General Transportation and Traffic Engineering

We translate policy into self-enforcing, people-first street designs that perform under real conditions. We set corridor or area objectives tied to Vision Zero, access, and reliability. Focused field audits and targeted counts confirm operating speeds, conflict patterns, and curb function. Findings inform layouts that right-size lanes, radii, and storage while protecting crossings and transit movements. We coordinate early with Fire, Parking, and Operations so details are feasible and maintainable, and our designs follow MUTCD, FDOT PPM and Design Manual, ADA/PROWAG, and current NACTO/AASHTO practice.

Street, Intersection, and Roadway Safety + Pavement Marking and Signage + Bicycle and Pedestrian Design

We design safer intersections and corridors with frequent, high-quality crossings, protected movements, and legible pavement markings and signs that the City of Fort Lauderdale crews can install and maintain. Concise risk profiles are built and tied to each countermeasure proposed for a crash type or exposure condition. Designs add protected facilities, turn-calming, daylighting, refuges, channelization, and context-appropriate curb management to reduce conflicts and improve



Street Plans has served as the lead technical design and implementation partner for Jersey City as it builds out priority projects in the bicycle and pedestrian master plans.

access. Our signing and marking packages will follow City standards and FDOT practice while addressing ADA, drainage, and street-sweeping requirements so the result is safe and serviceable.

Traffic Development Statement Review

We'll review development submittals for safety, person throughput, and multimodal access, returning concise, defensible comments and conditions of approval. Our reviewers check methods and assumptions against City and regional guidance, evaluate site access and internal circulation, and assess first-and-last-mile provisions and curb operations. We recommend mitigation and enhancement measures prioritizing safety, ADA access, transit operations, and loading. When a public-realm or bikeway adjustment is warranted, we coordinate with Street Plans to align site changes with corridor goals.

Bicycle & Pedestrian LoC Analysis

We map stress by link and crossing and convert findings into a buildable low-stress network connecting homes, jobs, schools, and transit. After applying an LTS or BLOC method fitting City needs and setting clear thresholds, we validate results with field checks of speeds, volumes, geometry, lighting, and sight lines. Analysis identifies near-term fixes and capital upgrades that close gaps and improve crossing quality, packaged so results drop directly

into project scoping and grant applications.

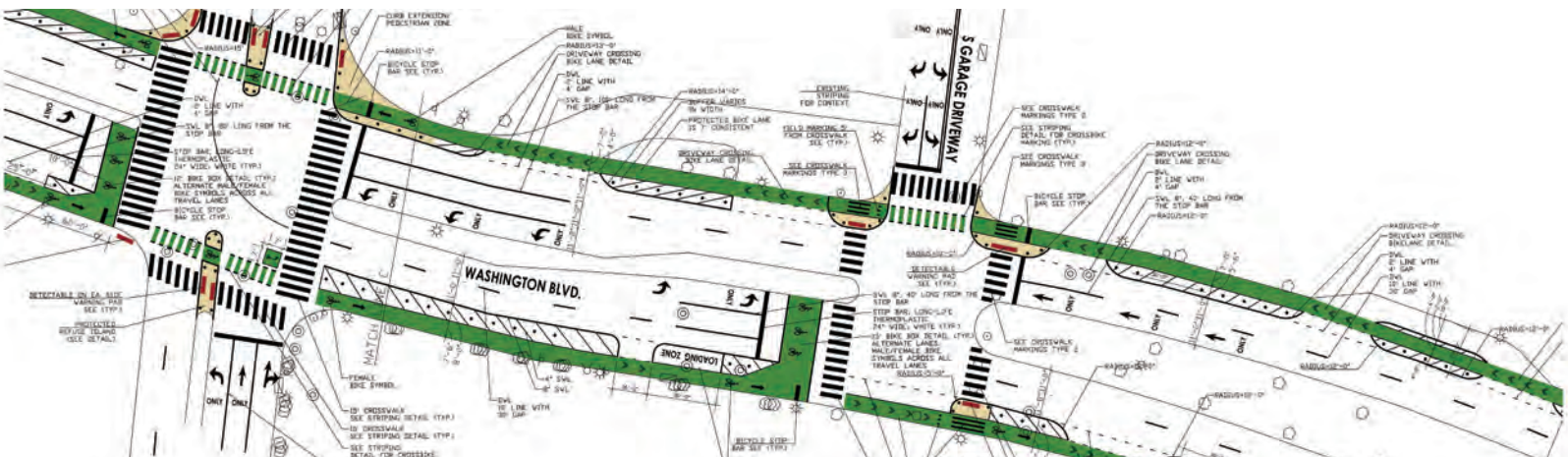
Traffic Signal Operations & Design

TYLin designs signal timing, phasing, detection, and hardware layouts that improve safety and person throughput while supporting transit reliability. For Fort Lauderdale, we'll audit existing timing and detection, document constraints, and introduce measures such as LPIs, protected or protected-permissive lefts, bicycle detection, APS, and transit-supportive phasing where they add value. Signal concepts coordinate with far-side stop siting, in-lane stops, queue jumps, and TSP so geometry and operations reinforce each other. Submittals align with City and FDOT signal standards for efficient review and delivery.

Bus & Transit Facility Design

Stops. Bulbs. Pads, shelters, and access paths. Planning and design for all of these must make boarding comfortable, fast, and accessible.

In Fort Lauderdale, we'll confirm service patterns, dwell, and reliability constraints, then lay out boarding zones, bulbs, curb heights, and ADA connections that fit the street context and adjacent land use. We coordinate crossings, bikeway interactions, and curb uses to reduce friction and provide straightforward maintenance notes that help the City care for the assets over time.



As part of an eight year on-call partnership with the City of Jersey City, Street Plans was retained to prepare contractor-ready striping and signage plans for the implementation of pedestrian and bicycle safety infrastructure along Washington Boulevard from 2nd Street to 18th Street/Marin Blvd.

Tactical Urbanism Concept Development

As the founders of the global Tactical Urbanism/Quick-Build methodology, Street Plans plans, designs, installs, and evaluates pilots so Fort Lauderdale can experience changes before committing capital. We treat this as a professional delivery method with clear scopes, safe installations, disciplined data, and clean handoffs to permanent work. Each effort starts with a one-page brief that names the problem, the users affected, and the decision to unlock, then sets measurable targets and thresholds for speed, yielding, conflicts, dwell time, and curb turnover. Roles, permits, MOT approach, and a light risk register are defined up front so the team can move with confidence.

Concepts are right sized to the street and the timeline. Joint site walks surface drainage, turning paths, driveways, loading windows, and events. Plan and section layouts place elements precisely, including daylighting, hardened centerlines, modular curb extensions, refuges, protected bike lanes, bus bulbs and in-lane stops, upgraded crosswalks, and curb zones. Materials are chosen for clarity and durability on South Florida pavements. We specify proven coatings and fasteners and use modular pieces that read clearly to all users and can be

reconfigured in the field. Sweep paths and drainage are checked, and a concise bill of materials, vendor-ready cut list, and engineer's cost estimate cover labor, MOT, replenishment, and contingency. Before fieldwork we issue the complete package with scaled grids, installation scripts, crew roles and safety checks, toolbox talks, and site logistics, along with notifications, microsite updates, and a short FAQ. Crossing ambassadors are added near schools and senior routes as needed.

Installation is hands on and iterative. We chalk geometry, verify dimensions, adjust around utilities, place verticals and curbs, apply coatings and markings, and stage furniture or planters. Temporary detection or signal timing tweaks are coordinated and documented. Monitoring is equally rigorous. We collect baseline and after reads at consistent windows and add a follow-up for durability. Metrics include approach speeds, yielding, pedestrian exposure, turning conflicts, bus dwell and on-time performance, bikeway compliance, and hourly curb activity, paired with brief intercept surveys on comfort and clarity. Standardized forms speed roll-up, media are cataloged and geotagged, and weather or incidents are noted. If issues appear, we adjust on site and record the change.



As part of Beverly Hills' safety campaign, Street Plans added curb extensions, planters, and bike racks—pairing walkability upgrades with a mural nod to the Beverly Hills Hotel.

Findings land in a plain-language memo that answers the test question, shows performance against thresholds, and explains tradeoffs, with options when results are mixed and a short operations note on sweeping and replenishment. Successful elements convert directly to striping and signing sheets, standard details, and order-of-magnitude costs that slot into resurfacing or capital projects. We also publish simple playbook entries so staff can replicate layouts and, when pilots point to standards or policy updates, we provide concise edits that make Safe System and Complete Streets outcomes routine. Where pilots strengthen a grant, we package metrics, equity mapping, and readiness notes so the City is application ready.

Traffic Modeling, Macro and Micro Simulation

EXP uses fit-for-purpose tools to move projects forward. Network models test routing and person-throughput with lane reallocation, signal retiming, or curb changes; microsimulation is reserved for queues, bus/turn interactions, and protected phases at specific locations. Each assignment starts with a brief methods memo stating the decision, measures, and the smallest credible model. Inputs come from recent counts, probe travel times, signal timing, and observations, with seasonal and event patterns specific to Fort Lauderdale. For corridor/district questions we calibrate to observed speeds, flows, and dwell; for detailed design we model only where lane use, queues, turn pockets, bicycle protection, or bus-in-lane stops must be validated. Pedestrian and bicycle flows are included so crossing frequency and exposure time appear in results; where helpful we extract safety surrogates (e.g., post-encroachment time, conflict counts) to inform Safe System choices. Scenarios mirror City alternatives; sensitivity tests bracket growth, special events, or detours. Calibration is transparent (spot speeds, travel times, queue error within acceptable ranges, dwell envelopes verified). Findings feed directly into concept drawings and timing proposals; if flags arise, we summarize tradeoffs and may outline a quick field pilot before advancing design.

3B. SUPPORT SERVICES RELATED TO TRANSPORTATION ENGINEERING

Every support element is tailored to the decision at hand. Survey and SUE de-risk design early, environmental and geotechnical define feasibility and cost, and construction testing closes the loop. All outputs are issued in the City's preferred formats with clear QA/QC, version control, and a short summary explaining what changed and why. Fort Lauderdale's projects will move from scoping to installation with fewer surprises and faster delivery.

Survey and Mapping Services

M.G. Vera delivers decision-ready bases—full design surveys, ROW mapping, control networks, and ADA-aware feature inventories—aligned with FDOT and City CAD standards, and integrate conventional survey, mobile/static LiDAR, and UAS photogrammetry. Control and datum are confirmed, primary/secondary control established, and localized benchmarks set. Crews collect topography, edges, striping, curb/gutter, ramps and detectable warnings, visible utilities, drainage structures and inverts, trees/canopy, and facades where ROW is defined. Mobile LiDAR covers corridors; static scans capture complex intersections and bridges. We reconcile plats, deeds, and ROW records to produce defensible bases and legal descriptions. Deliverables meet tolerance targets and are issued in FDOT-compliant CAD, GIS, and PDF map books.

Point Excavation, Utility Designation, and SUE

M.G. Vera reduces utility risk with ASCE-38 SUE, Quality Level D through A, including targeted test holes and complete documentation. We compile records, build a composite, and field-designate with electromagnetic and GPR methods. Vacuum excavation verifies conflicts. Each test hole is surveyed to centerline and top-of-facility, tied to control, and photographed. A utility conflict matrix identifies risks, owners, relocations, and schedule effects. The SUE base drops directly into design and informs staging, cost, and permitting.

Photogrammetry & Remote Sensing Services

We capture corridor-scale conditions rapidly and safely. Using UAS photogrammetry, mobile LiDAR, and targeted static scans, we produce orthomosaics, surface models, and feature extractions accelerating concept and design. Our team establishes ground control, plans flight paths, avoids sensitive airspace, and coordinates traffic control as needed. After acquisition, point clouds are classified, breaklines extracted, and surfaces validated against independent check shots. Products are formatted for immediate use in CAD, GIS, and 3D visualization.

Grant Application Assistance

The bench assembles funder-ready packages that turn engineering intent into competitive applications. Street Plans leads narrative, exhibits, and benefit framing; EXP supplies safety/operations analyses and estimates; TYLin contributes transit, signal, and technology elements; M.G. Vera provides survey/ROW/SUE readiness exhibits; Walker adds parking and curb technology content; Quality Counts supplies validated multimodal data. For each opportunity, we map scoring to available materials, fill gaps with quick-turn analyses and drawings, and package clean submittals with costs, schedule, and permitting path documented.

Environmental Engineering Services

EXP guides projects through environmental compliance and stormwater design so delivery stays on schedule. We prepare NEPA class-of-action documentation where applicable, support state and local reviews, and advance stormwater and erosion control consistent with South Florida practice. Screening addresses floodplain, wetlands, water quality, noise/air, cultural resources, environmental justice, and contaminated materials risk. We develop the permitting roadmap and coordinate with FDEP, SFWMD, USACE, and Broward agencies. Stormwater concepts are sized to local rainfall, soils, and maintenance capacity, with plans/calcs issued at each gate. Construction documents include erosion and sediment control plans, notes, and quantities matching phasing and MOT.

Geotechnical & Materials Testing

M.G. Vera & Associates characterize subsurface conditions and verify material performance so concepts are constructible and durable. Services include soil borings, lab testing, pavement design inputs, resistivity/corrosion screening, GPR where appropriate, and CMT for concrete, asphalt, and earthwork. Programs are scoped to context and risk. We log stratigraphy and groundwater, run tests suited to South Florida (gradation, Atterberg limits, moisture-density, LBR), and supplement with GPR/test pits where utilities or voids are a concern. During construction we provide density testing, concrete/asphalt sampling, and timely reports that keep contractors and inspectors aligned.



4 – Parking Management & Technology

4A. PLANNING & ANALYSIS SERVICES



Walker Consultants leads with a parking-and-mobility practice that treats the curb, last-mile connections, and the customer experience as core to the transportation system. We document conditions, set goals, identify gaps, and deliver a practical action plan with performance tracking so the program adapts over time—aligned with City policy, FDOT District 4 coordination, and Broward MPO priorities, with equity and ADA access embedded from the start.

Our evaluations blend field counts with modern data tools to assess on- and off-street supply and demand, utilization and turnover, enforcement and pricing, and district market capture. We calibrate to seasonality, beach/entertainment peaks, and drawbridge/event windows, using license-plate inventories under strict privacy protocols. The output is a demand-management playbook for a walkable, “park-once” downtown and stronger corridors, using calibrated pricing, revenue strategies, shared-parking partnerships, and curb rules. When street space is reallocated for safety or transit, we quantify impacts and redirect demand to nearby under-used inventory. Each recommendation names steps, responsible parties, costs, timelines, and success thresholds—typically 70–85% utilization with improved turnover, compliance, and customer experience.

With 27 offices and 400 staff, Walker provides full life-cycle capacity so recommendations are fundable on day one. We pair operational reviews

with multi-scenario pro formas that show capital and O&M costs, staffing, fee structures, and reinvestment options; produce revenue projections and financial-impact analyses; and prepare procurement-ready scopes and evaluation matrices for PARCS, pay-by-phone, and guidance systems. From curb to destination, we refine wayfinding, ADA access, and technology so entry and exit are simple. Functional design reduces congestion and “lost-parker” errors by improving entry/exit geometry, internal circulation, pedestrian paths, stall/aisle modules, and overall flow. Garages and lots are checked for accessible routes, lighting, and pedestrian protection, and we coordinate with signals and curb rules to cut exit queues. Technology follows a roadmap—not a shopping list—right-sizing PARCS, pay-on-foot/phone, automated guidance, and fixed LPR into quick wins, near-term upgrades, and capital modernization, with clear data governance, privacy/cybersecurity, vendor SLAs, and measurable KPIs. EV planning evaluates demand and site power (including along Las Olas), panel capacity and conduit paths, pricing and dwell-time strategy, Parksmart practices, and ADA-compliant accessible charging.

Parking is part of the broader network, so we coordinate with Street Plans on curb strategy and safety, TYLin on transit interface and reliability, and EXP on simulation to validate queues, turn pockets, and bus interactions. For drawbridge approaches and beach arterials, we test alternative curb allocations and event modes to maintain person-throughput and protect transit reliability; where frontline proof helps, Street Plans delivers quick-build curb pilots while Walker tracks revenue, turnover, compliance, dwell, conflicts, citations, and customer feedback in before/after dashboards that inform permanent designs and ordinance updates. We also support asset management and upgrades for structures and lots—architectural, structural, functional, and mechanical design; restoration and durability; adaptive-reuse strategies; and improvements to lighting, ventilation, and pedestrian circulation—culminating in a prioritized capital plan and maintenance schedule with estimated life-cycle costs and funding options for each facility.

ANCILLARY SERVICE AREAS (LEAD: STREET PLANS)

1. PUBLIC REALM PLANNING & ANALYSIS

Street Plans plans and designs the public realm from block scale to multi-mile corridors. Our approach pairs people-first design with operations, maintenance, permitting, and cost realities so the City moves from idea to installation with confidence.

Streetscape Planning & Concept Development

We begin by naming purpose and performance: a street's job across the day and week, then KPIs for injury risk, target speed, crossing frequency and quality, user comfort, shade/heat relief, and operational reliability for transit and goods movement. Context and season shape design on beachfront arterials, downtown couplets, neighborhood main streets, and school areas. Lanes and radii are right sized; crossings are frequent and predictable; curb space is assigned by time and use to reduce conflicts. The pedestrian realm is composed at human scale with a clear through-path and activation zone; furnishings, lighting, trees, shade, water refilling, and stormwater features are coordinated as a maintainable kit. Bikeways and transit are integrated at concept, not appended later, with protected facilities aligned to boarding zones and accessible paths and intersection sheets

showing conflict reduction and sight triangles. Materials and care are climate-fit with life-cycle and replenishment notes. Where proof helps, we prototype widths, crossings, curb rules, shade, and operations, then fold lessons into capital plans.

Open Space, Recreational, Urban, and Environmental Planning

Parks, plazas, waterfronts, canals, and greenways are planned as a connected network. Each site gets a role statement—daily recreation, event venue, ecological buffer, or mobility hub—plus KPIs for safety, comfort, inclusive access, shade, and stormwater performance. We link spaces to sidewalks, bikeways, transit, schools, and commercial nodes with protected approaches, clear crossings, and legible wayfinding. Climate and ecology drive choices: native shade planting, resilient materials, turtle-friendly lighting where required, elevations that anticipate king tides, and green infrastructure sized to local soils and maintenance capacity. Universal access organizes ADA routes to amenities, seating, restrooms, and play; lighting improves safety without glare; age-friendly and youth-friendly elements are explicit. Operations sustain quality via flexible layouts, a simple programming plan, and an operations playbook with named stewards. When useful, temporary activations test shade, seating, and play before capital commitment.



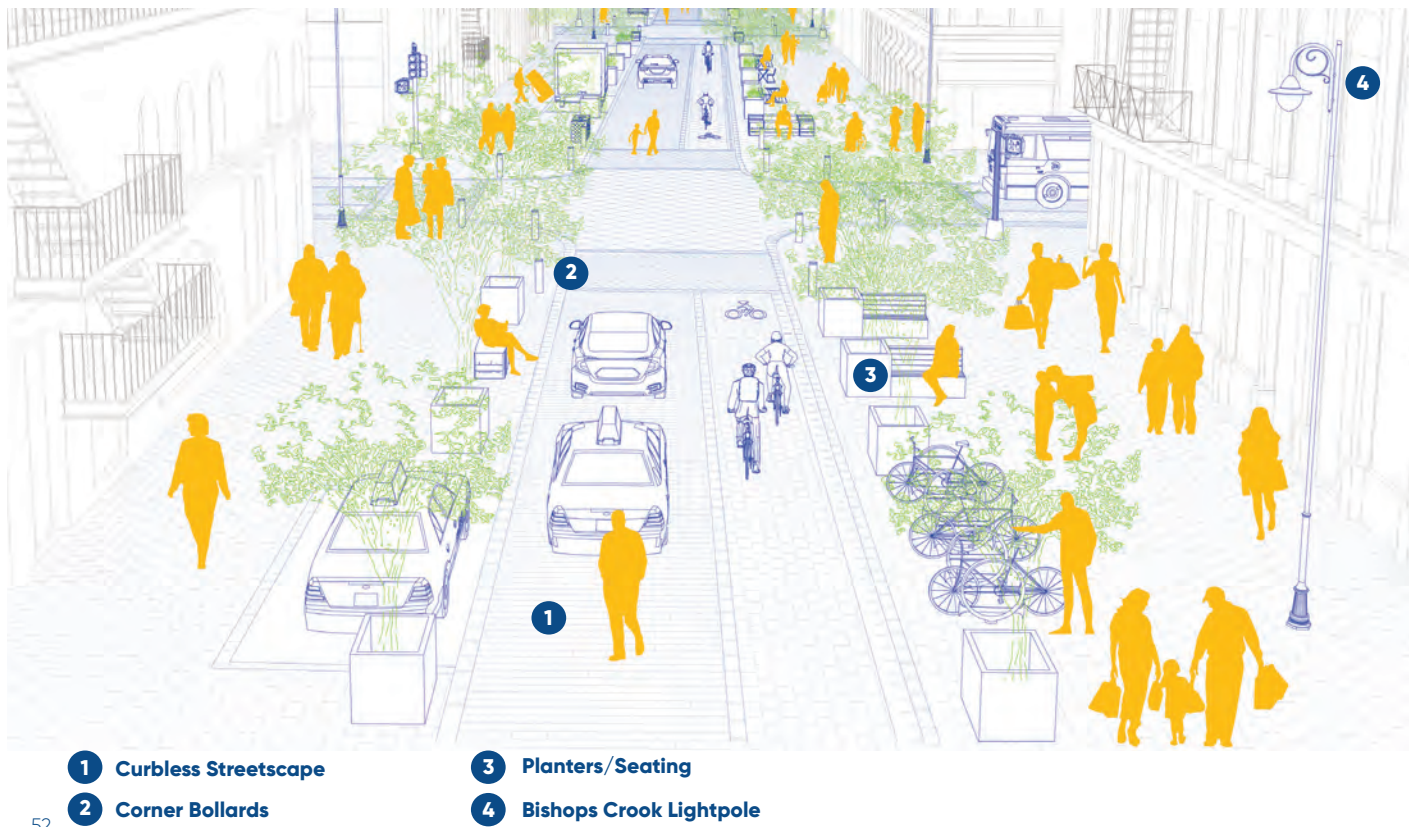
Street Plans worked with Dover Kohl and the City of Miami Beach on a conceptual plan for the public spaces of the Normandy Isle neighborhood.

Public Space Planning and Concept Development

We transform underused rights-of-way, lots, medians, and waterfront edges into lively plazas, greens, shared streets, and linear places that are legible and maintainable. A concise place brief defines job, audiences, and success metrics for comfort, dwell time, turnover, event capacity, and accessibility. Analysis covers approach routes, transit access, loading and deliveries, utilities, shade and heat exposure, lighting levels, and emergency access to set real constraints and opportunities. Programs knit movement, seating, play, performance, vendor zones, micromobility parking, and planting so spaces work intuitively. Access for all is non-negotiable: clear ADA paths and tactile cues, protected sightlines, safe night lighting, and materials that perform in coastal conditions. A simple visual language ties into corridor and City brand. We validate with pop-up layouts and shade tests, then plan O&M from the start—sweeping, pruning, irrigation, repairs, and event logistics with named owners and stewardship options like adopt-a-space, Friends groups, or BID partnerships.

Development of Urban Design and Streetscape Design Standards

Work begins with a standards audit and gap analysis of details and workflows, benchmarked against NACTO, AASHTO, Vision Zero, Safe System, and City permitting and maintenance practices. We define a practical pattern language by context tier covering crossing types, curb radii, protected bikeway elements, transit curb treatments, shade and landscape, lighting, furnishings, curb management, and accessible details. We embed target-speed geometry, frequent crossings, sight triangles, and daylighting at template level so self-enforcing design is standard. Curb menus support freight, ADA, micromobility, and short-stay with time-based rules that reduce conflicts while sustaining commerce. Constructability and maintenance remain central through specified markings, separators, tree pits, drainage interfaces, and mounting details with predictable life-cycle notes. Adoption is intentional via submittal checklists, typical plan notes, and review gates for resurfacing, development review, and capital design, with quick-build pilots validating details locally before codifying.



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- 1 Curbless Streetscape
- 2 Corner Bollards

- 3 Planters/Seating
- 4 Bishops Crook Lightpole

5. LAND USE STUDIES

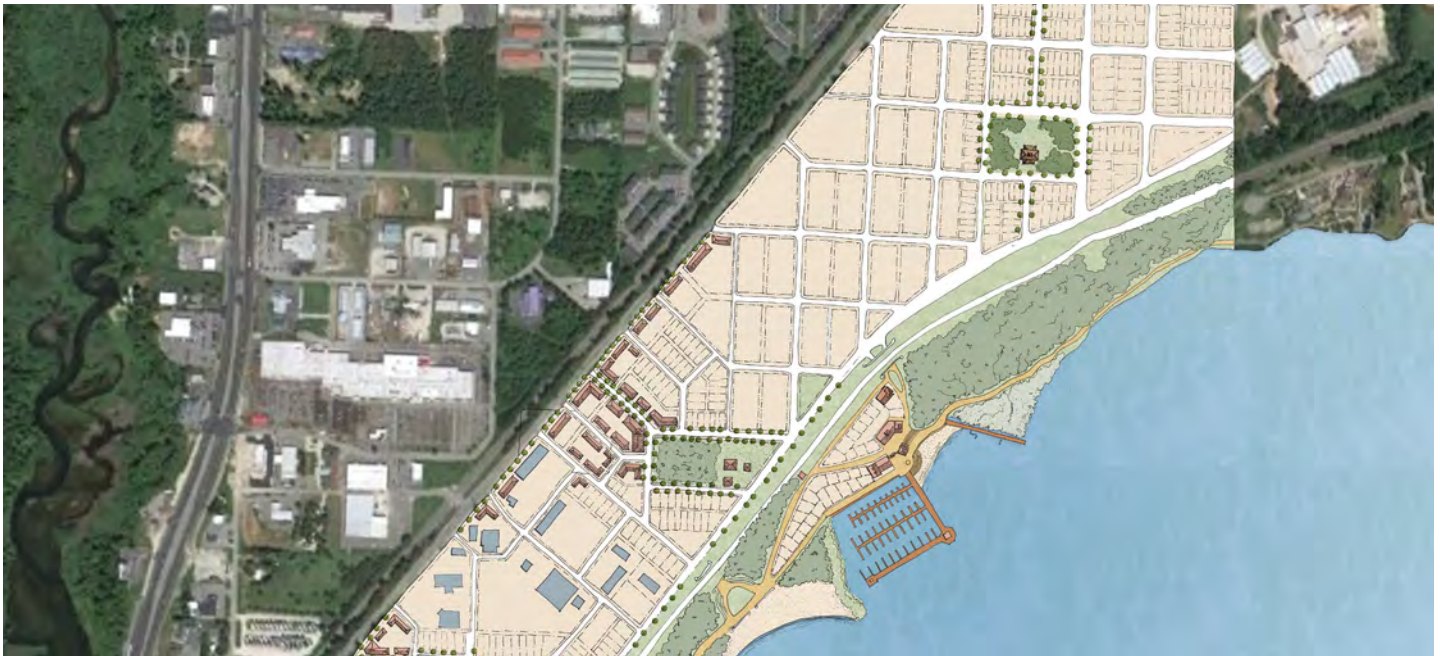
Street Plans aligns policy, zoning, street design, and operations to deliver safer speeds, shorter trips, predictable curb use, and active public space. We set mode-share targets, assign typologies, clarify curb priorities, map walk/bike/transit sheds to flag missing crossings, protection, shade, and ADA upgrades, and compare land-use scenarios (intensity, mix, parking) scored on safety, person-throughput, transit viability, curb friction, emissions, and equity. The output is a street-and-curb playbook—target speeds, protected facilities, crossing frequency, transit priority, and curb allocations—tied to resurfacing, development review, quick-builds, and code updates.

Station and stop areas are planned as one human-scale system so transit is the easy choice. 5/10/15-minute walksheds set targets for safety, access, shade, and mode share. Zoning and parking are context-based (right-sized height/mix, unbundled and shared parking, clear TDM). First/last-mile networks add protected approaches, calmed entries, frequent crossings, comfortable sidewalks, organized micromobility; transit tools include queue jumps, in-lane stops, bulbs, signal strategies, and curb allocations. Shade, seating, lighting, active ground floors, and clear wayfinding make waiting feel like being somewhere. Delivery is

phased: quick-build crossings/bulbs/curb changes and wayfinding pilots while capital advances with private projects.

TDM makes the numbers work: place-based targets for mode share, VMT, and peak reduction; right-sized, priced, unbundled, and shareable parking; a scalable points menu (transit passes/cash-out, bike rooms/showers, secure micromobility, shuttles, telework, delivery consolidation). Private commitments pair with protected approaches, frequent crossings, pickup/delivery zones, and intuitive wayfinding. Curb rules are time- and place-specific and priced for turnover; compliance uses baseline metrics, annual reporting, and corrective actions.

We look beyond auto LOS to on-the-ground experience. Reviews present the applicant's proposal, a by-right alternative, and a multimodal-optimized variant, tied to levers like section/crossings, protection, transit priority, curb pricing/allocations, and parking management. Mitigation isn't a turn lane by default; we emphasize speed-management geometry, high-visibility crossings, protected bikeways, bus bulbs/queue jumps, loading plans, micromobility parking, wayfinding, and enforceable TDM—phased, assigned, costed, and linked to permits and COOs.



6. PROJECT MANAGEMENT & IN-HOUSE SUPPORT

If needed, Street Plans can operate as an extension of City PM staff throughout this continuing-services contract. Each Task Order runs as a mini-project with clear scope, baseline schedule, living risk register, and defined QA/QC.

Intake is standardized. Within two business days we confirm the Task Order and assign a City-facing PM with a deputy. By days two to five we issue a one-page Scoping & Staffing Memo (goals, key decisions, milestones, roles, engagement plan), publish a Gantt-style baseline with submittal dates, review windows, and decision gates, and open a shared action log.

Work progresses through Existing Conditions, Alternatives, Preferred Concept, and Implementation, with durations scaled to assignment. We manage float by reserving City review time upfront, surfacing schedule risks weekly with mitigations, and keeping dependencies—permitting, seasonal/event blackouts, utility coordination—visible.

Coordination is concise and predictable. We hold short standing check-ins every two weeks (weekly for short-fuse tasks) with tight agendas covering progress, decisions needed, risks, and two-week look-aheads. Decision memos are one page with options, tradeoffs, and recommendations. Document control uses the City platform; every submittal carries version tags, sheet index, and a brief executive summary of changes.

Quality is enforced at two QA/QC gates—30% concept and 90% near-final—using discipline checklists for plan sets, narratives, estimates, and engagement materials. The PM consolidates comments into a single package. Reporting is light but transparent: a contract-wide KPI dashboard tracks schedule adherence, first-pass acceptance, RFI cycle time, and issue-resolution time; monthly one-page rollups summarize progress by Task Order,

budget burn, upcoming decisions, and risks. For every Task Order the City receives the Scoping & Staffing Memo, baseline schedule, action log and risk register, check-in notes with decisions log, 30% and 90% QA/QC checklists with comment-resolution logs, and final deliverables in City formats, including ADA-accessible PDFs and editable CAD, GIS, and source files

As in-house support, we plug into design and construction: prepare and review design narratives, signing and striping concept sheets, cost estimates, and engagement materials so they're decision-ready and page-limited; maintain registers for submittals, City comments, and close-out, returning redlines through a single consolidated log; produce agendas, action lists, follow-ups, and concise executive presentations for boards and commissions. During construction we log, triage, and draft RFI responses (escalating only policy or scope-changing items), provide quick-turn change-order advisories outlining cost/schedule/scope impacts, and conduct targeted field reviews to confirm design intent—especially for quick-builds or early works.

Standards, accessibility, and records are non-negotiable. All public-facing PDFs are tagged and screen-reader friendly, with Spanish and Creole available on request. We maintain file hygiene with consistent naming, dated transmittals, and complete source-file handovers meeting records-retention requirements. Service levels are explicit: email acknowledgment within one business day, routine responses within 48 hours, an urgent-escalation phone/text chain, and a PM on call for Commission items. Continuity is ensured by naming both PM and Deputy PM.

Support deliverables include comment-ready plan sheets and narratives with consolidated review logs, complete meeting packets with action-item tracker, RFI and change-order memos with clear recommendations, and final ADA-accessible PDFs alongside editable sources and a close-out checklist.

**TAB 6:
REFERENCES**

**CITY OF FORT LAUDERDALE
PERFORMANCE REFERENCE SURVEY**

Attention Name: Jose Gonzalez Ghassan Choueiry Company: City of Miami Beach	Email: Jose Gonzalez@miamibeachfl.gov Ghassan Choueiry@miamibeachfl.gov Phone: 305-673-7514 305-673-7000 x 26064
---	---

The below referenced company has listed you as a business reference. Please provide reference information as requested below. Your prompt attention is appreciated. Thank you for your time and assistance.

City of Fort Lauderdale Project/Service: Event RFQ#502
 Transportation and Public Spaces Planning & Engineering Continuing Services

Bidder/Proposer Company: The Street Plans Collaborative, Inc.
Project Performed by the Bidder for The City of Miami Beach, FL

- **Project Title:** On-Call Services
- **Project Value:** Ranges from \$35,000 - \$385,000
- **Project Year:** 2012 - Ongoing

Using the marks below, please rate the following questions regarding services provided by the firm listed above.

Marks: 1-Exceptional, 2-Good, 3-Acceptable, 4-Poor, 5-Not Acceptable, 6-Not Applicable

N	Question	Marks
1	Rate the level of commitment of the contractor to your project. Did the contractor devote the time and personnel necessary to successfully complete the project(s)?	
2	Rate the competence and accessibility of the personnel directing, supervising and performing the work on the project(s).	
3	Rate the contractor's success at completing tasks within the time line established for completion of the project(s).	
4	Rate the contractor's success at keeping you updated and informed about the progression of the project(s), particularly when special needs or problems arose.	
5	Rate the contractor's knowledge of procedures required by regulatory agencies.	
6	Rate the contractor's success at completing project(s) according to specifications and design standards.	
7	Rate the accessibility of the contractor to complete the punch list items after the substantial completion of the project(s).	
8	If the contractor worked in collaboration with subcontractors, rate the effectiveness of the collaboration.	
9	Rate the overall performance of the contractor	

Please type additional comments:

Name:

Title:

Date:

Name of Firm: The Street Plans Collaborative, Inc.

Please save and email this document to:

RFQ#502 Transportation and Public Spaces Planning & Engineering Continuing Services

City of Fort Lauderdale (Attn: Inessa Rubin)

Email: irubin@fortlauderdale.gov

Phone: (954)828-6099:

**CITY OF FORT LAUDERDALE
PERFORMANCE REFERENCE SURVEY**

Attention Name: Barkha Patel	Email: bpatel@jcnj.org
Company: City of Jersey City, NJ	Phone: (201) 547-5021

The below referenced company has listed you as a business reference. Please provide reference information as requested below. Your prompt attention is appreciated. Thank you for your time and assistance.

City of Fort Lauderdale Project/Service: Event RFQ#502
Transportation and Public Spaces Planning & Engineering Continuing Services

Bidder/Proposer Company: The Street Plans Collaborative, Inc.
Project Performed by the Bidder for The City of Jersey City, NJ

- **Project Title:** On-Call Services
Project Value: \$250,000/year
- **Project Year:** 2017 - Ongoing

Using the marks below, please rate the following questions regarding services provided by the firm listed above.

Marks: 1-Exceptional, 2-Good, 3-Acceptable,4-Poor,5-Not Acceptable, 6-Not Applicable

N	Question	Marks
1	Rate the level of commitment of the contractor to your project. Did the contractor devote the time and personnel necessary to successfully complete the project(s)?	
2	Rate the competence and accessibility of the personnel directing, supervising and performing the work on the project(s).	
3	Rate the contractor's success at completing tasks within the time line established for completion of the project(s).	
4	Rate the contractor's success at keeping you updated and informed about the progression of the project(s), particularly when special needs or problems arose.	
5	Rate the contractor's knowledge of procedures required by regulatory agencies.	
6	Rate the contractor's success at completing project(s) according to specifications and design standards.	
7	Rate the accessibility of the contractor to complete the punch list items after the substantial completion of the project(s).	
8	If the contractor worked in collaboration with subcontractors, rate the effectiveness of the collaboration.	
9	Rate the overall performance of the contractor	

Please type additional comments:

Name:

Title:

Date:

Name of Firm: The Street Plans Collaborative, Inc.

Please save and email this document to:

RFQ#502 Transportation and Public Spaces Planning & Engineering Continuing Services

City of Fort Lauderdale (Attn: Inessa Rubin)

Email: irubin@fortlauderdale.gov

Phone: (954)828-6099:

**CITY OF FORT LAUDERDALE
PERFORMANCE REFERENCE SURVEY**

Attention Name: Sandeep Aysola	Email: SAysola@newhavenct.gov
Company: City of New Haven, CT	Phone: (203) 589-9683

The below referenced company has listed you as a business reference. Please provide reference information as requested below. Your prompt attention is appreciated. Thank you for your time and assistance.

City of Fort Lauderdale Project/Service: Event RFQ#502
Transportation and Public Spaces Planning & Engineering Continuing Services

Bidder/Proposer Company: The Street Plans Collaborative, Inc.
Project Performed by the Bidder for The City of New Haven, CT

- Project Title:** On-Call Transportation Planning & Engineering Services
- Project Value:** \$750,000
- Project Year:** 2017 - Ongoing

Using the marks below, please rate the following questions regarding services provided by the firm listed above.

Marks: 1-Exceptional, 2-Good, 3-Acceptable, 4-Poor, 5-Not Acceptable, 6-Not Applicable

N	Question	Marks
1	Rate the level of commitment of the contractor to your project. Did the contractor devote the time and personnel necessary to successfully complete the project(s)?	
2	Rate the competence and accessibility of the personnel directing, supervising and performing the work on the project(s).	
3	Rate the contractor's success at completing tasks within the time line established for completion of the project(s).	
4	Rate the contractor's success at keeping you updated and informed about the progression of the project(s), particularly when special needs or problems arose.	
5	Rate the contractor's knowledge of procedures required by regulatory agencies.	
6	Rate the contractor's success at completing project(s) according to specifications and design standards.	
7	Rate the accessibility of the contractor to complete the punch list items after the substantial completion of the project(s).	
8	If the contractor worked in collaboration with subcontractors, rate the effectiveness of the collaboration.	
9	Rate the overall performance of the contractor	

Please type additional comments:

Name:

Title:

Date:

Name of Firm: The Street Plans Collaborative, Inc.

Please save and email this document to:
RFQ#502 Transportation and Public Spaces Planning & Engineering Continuing Services
City of Fort Lauderdale (Attn: Inessa Rubin)
Email: irubin@fortlauderdale.gov
Phone: (954)828-6099:

**TAB 7:
MBE/DBE CERTIFICATION**



Office of Small Business Development
 111 NW 1 Street, 19th Floor
 Miami, Florida 33128
 T 305-375-3111 F 305-375-3160
 miamidade.gov

August 6, 2025

Anthony Garcia
 The Street Plans Collaborative, Inc.
 6815 SW 57th Terrace
 Miami, FL 33143

**Approval Date: August 5, 2025 - Disadvantaged Business Enterprise (DBE)
 Anniversary Date: August 5, 2026**

Dear Anthony Garcia,

Miami-Dade County Office of Small Business Development (SBD), is pleased to notify you that your firm is certified under the Florida Unified Certification Program (UCP). Your firm meets the eligibility requirements for certification as a Disadvantaged Business Enterprise (DBE) in accordance with 49 CFR Part 26.

DBE certification is continuous with no expiration date; however, firms are required to attest that there are no changes via the No Change Declaration form on or before the firm's anniversary date to remain certified. You will be notified of your annual responsibilities in advance of the Anniversary Date listed above. You must submit the annual No Change Declaration form no later than the Anniversary Date to maintain your eligibility. Your firm will be listed in the UCP DBE Directory which can be accessed through the Florida Department of Transportation's website: <http://www3b.dot.state.fl.us/EqualOpportunityOfficeBusinessDirectory/>.

DBE certification is NOT a guarantee of work, but it enables the firm to compete for and perform contract work on all USDOT Federal Aid (FAA, FTA and FHWA) projects in Florida as a DBE contractor, sub-contractor, consultant, sub-consultant or material supplier.

If at any time there is a material change in your firm, you must advise this office by sworn affidavit and supporting documentation within thirty (30) days. Changes include, but are not limited to ownership, officers, directors, management, key personnel, scope of work performed, daily operations, on-going business relationships with other firms, individuals or the physical location of your firm. After our review, you will receive instructions as to how you should proceed, if necessary. Failure to comply will result in action to remove your firm's DBE certification.

It is strongly recommended that you register your firm as a vendor with Miami-Dade County. To register, you may visit: <http://www.miamidade.gov/procurement/vendor-registration.asp>. Thank you for your interest in doing business with Miami-Dade County. If you have any questions or concerns, you may contact our office at 305-375-3111 or sbdcert@miamidade.gov.

Sincerely,

Jeanise Cummings-Labossiere
 Section Chief, Small Business Development

NAICS & Industry Title: (Your firm is eligible to compete for and perform work on all USDOT Federal Aid projects throughout Florida and may earn DBE or ACDBE credit for work performed in the following areas.)

- NAICS 541310: ARCHITECTURAL SERVICES
- NAICS 541611: ADMINISTRATIVE MANAGEMENT AND GENERAL MANAGEMENT CONSULTING SERVICES
- NAICS 925120: ADMINISTRATION OF URBAN PLANNING AND COMMUNITY AND RURAL DEVELOPMENT

**TAB 8:
SUBCONSULTANTS**

Subconsultants



TY LIN | Subconsultant

Currently ranked as the nation's 11 th largest transportation firm by Engineering News Record, TYLin has a 60-year history of performing outstanding planning consulting services. equipment, installation, and integration costs. TYLin will support the team with transit planning, business planning, smart technology, signal design, and mobility strategy expertise. Their staff will contribute specialized leadership on service design, financial planning, connected vehicle systems, and network safety analysis.



EXP | Subconsultant

EXP is Florida-based licensed civil and traffic engineering firm. Their team will provide transportation engineering studies, traffic modeling, and environmental/PD&E expertise under Street Plans overall management. They will deliver crash and corridor analyses, macro/micro simulations, and NEPA documentation to support regulatory compliance and implementation.



M.G. VERA & ASSOCIATES | Subconsultant

M.G. Vera & Associates has been providing design survey and right of way mapping services to the Central and South Florida area for over 40 years. They will lead survey, mapping, subsurface utility engineering, and utility coordination tasks. Their staff will deliver accurate base mapping, LiDAR and ROW surveys, and direct utility conflict resolution, with QA/QC by licensed surveyors in responsible charge.



WALKER CONSULTING | Subconsultant

Walker Consultants will lead our Parking Management and Technology task areas, covering both planning and analysis for operations, parking structure design, and other services. Their team will provide expertise in demand analysis, facility design, revenue and pricing strategies, and deployment of modern parking technologies.



QUALITY COUNTS | Subconsultant

Quality Counts is our multimodal data engine, providing verified field data to guide infrastructure and operations. They lead travel-time studies, traffic and turning-movement counts, and behavioral studies, and deploy tools to capture pedestrian and bicycle flows, parking utilization/turnover, curb activity, and vehicle volumes.

**TAB 9:
REQUIRED FORMS**

Evidence of Signing Authority

2025 FLORIDA PROFIT CORPORATION ANNUAL REPORT

DOCUMENT# P10000025044

Entity Name: THE STREET PLANS COLLABORATIVE, INC.

Current Principal Place of Business:

6815 SW 57TH TERRACE
MIAMI, FL 33143

Current Mailing Address:

6815 SW 57TH TERRACE
MIAMI, FL 33143 US

FEI Number: 27-2163948

Certificate of Status Desired: Yes

Name and Address of Current Registered Agent:

GARCIA, ANTHONY T
6815 SW 57TH TERRACE
MIAMI, FL 33143 US

The above named entity submits this statement for the purpose of changing its registered office or registered agent, or both, in the State of Florida.

SIGNATURE:

Electronic Signature of Registered Agent

Date

Officer/Director Detail :

Title	P	Title	VP
Name	GARCIA, ANTHONY T	Name	LYDON, MICHAEL P
Address	6815 SW 57TH TERRACE	Address	6815 SW 57TH TERRACE
City-State-Zip:	MIAMI FL 33143	City-State-Zip:	MIAMI FL 33143

I hereby certify that the information indicated on this report or supplemental report is true and accurate and that my electronic signature shall have the same legal effect as if made under oath; that I am an officer or director of the corporation or the receiver or trustee empowered to execute this report as required by Chapter 607, Florida Statutes; and that my name appears above, or on an attachment with all other like empowered.

SIGNATURE: ANTHONY GARCIA

MR.

01/24/2025

Electronic Signature of Signing Officer/Director Detail

Date

Sample Certificate of Insurance



CERTIFICATE OF LIABILITY INSURANCE

DATE (MM/DD/YYYY)
7/14/2025

THIS CERTIFICATE IS ISSUED AS A MATTER OF INFORMATION ONLY AND CONFERS NO RIGHTS UPON THE CERTIFICATE HOLDER. THIS CERTIFICATE DOES NOT AFFIRMATIVELY OR NEGATIVELY AMEND, EXTEND OR ALTER THE COVERAGE AFFORDED BY THE POLICIES BELOW. THIS CERTIFICATE OF INSURANCE DOES NOT CONSTITUTE A CONTRACT BETWEEN THE ISSUING INSURER(S), AUTHORIZED REPRESENTATIVE OR PRODUCER, AND THE CERTIFICATE HOLDER.

IMPORTANT: If the certificate holder is an ADDITIONAL INSURED, the policy(ies) must have ADDITIONAL INSURED provisions or be endorsed. If SUBROGATION IS WAIVED, subject to the terms and conditions of the policy, certain policies may require an endorsement. A statement on this certificate does not confer rights to the certificate holder in lieu of such endorsement(s).

PRODUCER The Buckner Company of Colorado 6400 S. Fiddlers Green Circle, Suite 950 Denver CO 80210		CONTACT NAME: Select Business Team PHONE (A/C, No, Ext): 801-937-6700 FAX (A/C, No): 801-937-6710 E-MAIL ADDRESS: select@buckner.com	
		INSURER(S) AFFORDING COVERAGE	
		NAIC #	
INSURED THESTRE-01 The Street Plans Collaborative Inc 5879 Sunset Dr., Ste 2 South Miami FL 33143		INSURER A: Hartford Casualty Insurance Company 29424 INSURER B: Certain Underwriters at Lloyds 15792 INSURER C: INSURER D: INSURER E: INSURER F:	

COVERAGES **CERTIFICATE NUMBER:** 418552751 **REVISION NUMBER:**

THIS IS TO CERTIFY THAT THE POLICIES OF INSURANCE LISTED BELOW HAVE BEEN ISSUED TO THE INSURED NAMED ABOVE FOR THE POLICY PERIOD INDICATED. NOTWITHSTANDING ANY REQUIREMENT, TERM OR CONDITION OF ANY CONTRACT OR OTHER DOCUMENT WITH RESPECT TO WHICH THIS CERTIFICATE MAY BE ISSUED OR MAY PERTAIN, THE INSURANCE AFFORDED BY THE POLICIES DESCRIBED HEREIN IS SUBJECT TO ALL THE TERMS, EXCLUSIONS AND CONDITIONS OF SUCH POLICIES. LIMITS SHOWN MAY HAVE BEEN REDUCED BY PAID CLAIMS.

INSR LTR	TYPE OF INSURANCE	ADDL INSD	SUBR WVD	POLICY NUMBER	POLICY EFF (MM/DD/YYYY)	POLICY EXP (MM/DD/YYYY)	LIMITS	
A	COMMERCIAL GENERAL LIABILITY <input type="checkbox"/> CLAIMS-MADE <input checked="" type="checkbox"/> OCCUR GEN'L AGGREGATE LIMIT APPLIES PER: <input type="checkbox"/> POLICY <input checked="" type="checkbox"/> PROJECT <input type="checkbox"/> LOC OTHER:	Y	Y	34SBMAG2DGA	7/12/2025	7/12/2026	EACH OCCURRENCE	\$ 1,000,000
							DAMAGE TO RENTED PREMISES (Ea occurrence)	\$ 1,000,000
							MED EXP (Any one person)	\$ 10,000
							PERSONAL & ADV INJURY	\$ 1,000,000
							GENERAL AGGREGATE	\$ 2,000,000
							PRODUCTS - COMP/OP AGG	\$ 2,000,000
								\$
A	AUTOMOBILE LIABILITY <input type="checkbox"/> ANY AUTO <input type="checkbox"/> OWNED AUTOS ONLY <input type="checkbox"/> SCHEDULED AUTOS <input checked="" type="checkbox"/> HIRED AUTOS ONLY <input checked="" type="checkbox"/> NON-OWNED AUTOS ONLY <input type="checkbox"/> AUTOS ONLY	Y	Y	34SBMAG2DGA	7/12/2025	7/12/2026	COMBINED SINGLE LIMIT (Ea accident)	\$ 1,000,000
							BODILY INJURY (Per person)	\$
							BODILY INJURY (Per accident)	\$
							PROPERTY DAMAGE (Per accident)	\$
								\$
A	<input checked="" type="checkbox"/> UMBRELLA LIAB <input checked="" type="checkbox"/> OCCUR <input type="checkbox"/> EXCESS LIAB <input type="checkbox"/> CLAIMS-MADE DED <input checked="" type="checkbox"/> RETENTION \$ 10,000	Y	Y	34SBMAG2DGA	7/12/2025	7/12/2026	EACH OCCURRENCE	\$ 2,000,000
							AGGREGATE	\$ 2,000,000
								\$
A	WORKERS COMPENSATION AND EMPLOYERS' LIABILITY ANY PROPRIETOR/PARTNER/EXECUTIVE OFFICER/MEMBER EXCLUDED? (Mandatory in NH) If yes, describe under DESCRIPTION OF OPERATIONS below	Y/N	N/A	34WECAG6A72	7/12/2025	7/12/2026	<input checked="" type="checkbox"/> PER STATUTE <input type="checkbox"/> OTH-ER	
							E.L. EACH ACCIDENT	\$ 1,000,000
							E.L. DISEASE - EA EMPLOYEE	\$ 1,000,000
							E.L. DISEASE - POLICY LIMIT	\$ 1,000,000
B	Professional Liability Claims made	N	Y	ANE0644	7/12/2025	7/12/2026	General Aggregate Each Occurrence	1,000,000 1,000,000

DESCRIPTION OF OPERATIONS / LOCATIONS / VEHICLES (ACORD 101, Additional Remarks Schedule, may be attached if more space is required)
 Certificate Holder is Additional Insured for General Liability & Hired/Non-Owned Auto-Liability on a Primary and Non-contributory basis including Waiver of Subrogation per form attached, with Written Contract. Waiver of Subrogation applies to Workers' Compensation per form attached. Umbrella follows form of General Liability. Thirty (30) days written notice of cancellation/non-renewal/material change to third parties applies to all policies. Waiver of subrogation applies for Professional Liability

CERTIFICATE HOLDER

CANCELLATION

"For Proposal Purposes"	SHOULD ANY OF THE ABOVE DESCRIBED POLICIES BE CANCELLED BEFORE THE EXPIRATION DATE THEREOF, NOTICE WILL BE DELIVERED IN ACCORDANCE WITH THE POLICY PROVISIONS. AUTHORIZED REPRESENTATIVE
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City of Fort Lauderdale • Procurement Services Division
 100 N. Andrews Avenue, Suite 619 • Fort Lauderdale, Florida 33301
 954-828-5933 • Fax 954-828-5576 • purchase@fortlauderdale.gov

ADDENDUM NO. 1

RFP/ ITB No. 502
 Transportation, Public Spaces Planning, Engineering

ISSUED: 09/04/2025

This addendum is being issued to make the following change(s):

1. The attached document under *Question 1* (“RFQ-Required Forms- Event 502”) has been updated to include:
 - Drug-Free Workplace Form
 - Affidavit of Compliance with Foreign Entity Laws

All other terms, conditions, and specifications remain unchanged.

Inessa Rubin
 Senior Procurement Specialist

Company Name: The Street Plans Collaborative, Inc.
 (please print)

Bidder’s Signature: 

Date: 9/26/2025



City of Fort Lauderdale • Procurement Services Division
100 N. Andrews Avenue, Suite 619 • Fort Lauderdale, Florida 33301
954-828-5933 • Fax 954-828-5576 • purchase@fortlauderdale.gov

ADDENDUM NO. 2

RFP/ ITB No. 502
Transportation, Public Spaces Planning, Engineering

ISSUED: 10/01/2025

This addendum is being issued to make the following change:

1. The opening date has been changed to **Wednesday, October 8, 2025, at 2:00 PN (local time),**

All other terms, conditions, and specifications remain unchanged.

Inessa Rubin

Senior Procurement Specialist

Company Name: The Street Plans Collaborative, Inc.
(please print)

Bidder's Signature: 

Date: 10/1/2025



NON-COLLUSION STATEMENT

By signing this offer, the vendor/contractor certifies that this offer is made independently and *free* from collusion. Vendor shall disclose below any City of Fort Lauderdale, FL officer or employee, or any relative of any such officer or employee who is an officer or director of, or has a material interest in, the vendor's business, who is in a position to influence this procurement.

Any City of Fort Lauderdale, FL officer or employee who has any input into the writing of specifications or requirements, solicitation of offers, decision to award, evaluation of offers, or any other activity pertinent to this procurement is presumed, for purposes hereof, to be in a position to influence this procurement.

For purposes hereof, a person has a material interest if they directly or indirectly own more than 5 percent of the total assets or capital stock of any business entity, or if they otherwise stand to personally gain if the contract is awarded to this vendor.

In accordance with City of Fort Lauderdale, FL Policy and Standards Manual, 6.10.8.3,

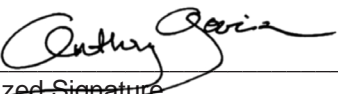
3.3. City employees may not contract with the City through any corporation or business entity in which they or their immediate family members hold a controlling financial interest (e.g., ownership of five (5) percent or more).

3.4. Immediate family members (spouse, parents, and children) are also prohibited from contracting with the City subject to the same general rules.

Failure of a vendor to disclose any relationship described herein shall be reason for debarment in accordance with the provisions of the City Procurement Code.

<u>NAME</u>	<u>RELATIONSHIPS</u>
N/A	
N/A	

In the event the vendor does not indicate any names, the City shall interpret this to mean that the vendor has indicated that no such relationships exist.



Authorized Signature

Anthony Garcia

Name (Printed)

Principal

Title

9/23/2025

Date

Rev 09-2022



**CONTRACTOR'S CERTIFICATE OF COMPLIANCE WITH
NON-DISCRIMINATION PROVISIONS OF THE CONTRACT**

The completed and signed form should be returned with the Contractor's submittal. If not provided with submittal, the Contractor must submit within three business days of City's request. Contractor may be deemed non-responsive for failure to fully comply within stated timeframes.

Pursuant to City Ordinance Sec. 2-17(a)(i)(ii), bidders must certify compliance with the Non-Discrimination provision of the ordinance.

- A. Contractors doing business with the City shall not discriminate against their employees based on the employee's race, color, religion, gender (including identity or expression), marital status, sexual orientation, national origin, age, disability, or any other protected classification as defined by applicable law.

Contracts. Every Contract exceeding \$100,000, or otherwise exempt from this section shall contain language that obligates the Contractor to comply with the applicable provisions of this section.

The Contract shall include provisions for the following:

- (i) The Contractor certifies and represents that it will comply with this section during the entire term of the contract.
- (ii) The failure of the Contractor to comply with this section shall be deemed to be a material breach of the contract, entitling the City to pursue any remedy stated below or any remedy provided under applicable law.



Authorized Signature

Anthony Garcia, Principal

Print Name and Title

9/23/2025

Date



E-VERIFY AFFIRMATION STATEMENT

Solicitation/Bid /Contract No: RFQ#502

Project Description:

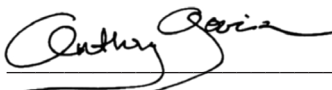
Transportation and Public Spaces Planning & Engineering Continuing Services

Contractor/Proposer/Bidder acknowledges and agrees to utilize the U.S. Department of Homeland Security’s E-Verify System to verify the employment eligibility of,

- A. all persons employed by Contractor/Proposer/Bidder to perform employment duties within Florida during the term of the Contract, and,
- B. all persons (including subcontractors/vendors) assigned by Contractor/Proposer/Bidder to perform work pursuant to the Contract.

The Contractor/Proposer/Bidder acknowledges and agrees that use of the U.S. Department of Homeland Security’s E-Verify System during the term of the Contract is a condition of the Contract.

Contractor/Proposer/ Bidder Company Name: The Street Plans Collaborative, Inc.

Authorized Company Person’s Signature: 

Authorized Company Person’s Title: Principal

Date: 9/23/2025



CONTRACT PAYMENT METHOD

The City of Fort Lauderdale has implemented a Procurement Card (P-Card) program which changes how payments are remitted to its vendors. The City has transitioned from traditional paper checks to credit card payments via MasterCard or Visa as part of this program.

This allows you as a vendor of the City of Fort Lauderdale to receive your payments fast and safely. No more waiting for checks to be printed and mailed.

In accordance with the contract, payments on this contract will be made utilizing the City's P-Card (MasterCard or Visa). Accordingly, bidders must presently have the ability to accept the credit card or take whatever steps necessary to implement acceptance of a card before the start of the contract term, or contract award by the City.

All costs associated with the Contractor's participation in this purchasing program shall be borne by the Contractor. The City reserves the right to revise this program as necessary.

By signing below, you agree with these terms.

Please indicate which credit card payment you prefer:

MasterCard

Visa

The Street Plans Collaborative, Inc.

Company Name

Anthony Garcia

Name (Printed)

Signature

Principal

Title

9/23/2025

Date

CITY OF FORT LAUDERDALE BID/PROPOSAL CERTIFICATION

Please Note: It is the sole responsibility of the bidder/proposer to ensure that their response is submitted electronically through the [City's on-line strategic sourcing platform](#) prior to the bid opening date and time listed. Paper bid submittals will not be accepted. All fields below must be completed. If the field does not apply to you, please note N/A in that field.

If you are a foreign corporation, you may be required to obtain a certificate of authority from the department of state, in accordance with Florida Statute §607.1501 (visit <http://www.dos.state.fl.us/>).

Company: (Legal Registration) The Street Plans Collaborative, Inc. EIN (Optional): 27-2163948

Address: 6815 SW 57th Terrace

City: Miami State: FL Zip: 33143

Telephone No.: 305-978-6426 FAX No.: _____ Email: tony@streetplans.org

Delivery: Calendar days after receipt of Purchase Order (**section 1.02 of General Conditions**): _____

Total Bid Discount (**section 1.05 of General Conditions**): _____

Check box if your firm qualifies for DBE (**section 1.09 of General Conditions**):

ADDENDUM ACKNOWLEDGEMENT - Proposer acknowledges that the following addenda have been received and are included in the proposal:

<u>Addendum No.</u>	<u>Date Issued</u>	<u>Addendum No.</u>	<u>Date Issued</u>	<u>Addendum No.</u>	<u>Date Issued</u>	<u>Addendum No.</u>	<u>Date Issued</u>
<u>1</u>	<u>9/4</u>	_____	_____	_____	_____	_____	_____
<u>2</u>	<u>10/1/25</u>	_____	_____	_____	_____	_____	_____
_____	_____	_____	_____	_____	_____	_____	_____
_____	_____	_____	_____	_____	_____	_____	_____

VARIANCES: If you take exception or have variances to any term, condition, specification, scope of service, or requirement in this competitive solicitation you must specify such exception or variance in the space provided below or reference in the space provided below all variances contained on other pages within your response. Additional pages may be attached if necessary. No exceptions or variances will be deemed to be part of the response submitted unless such is listed and contained in the space provided below. The City does not, by virtue of submitting a variance, necessarily accept any variances. If no statement is contained in the below space, it is hereby implied that your response is in full compliance with this competitive solicitation. If you do not have variances, simply mark N/A.

N/A

The below signatory hereby agrees to furnish the following article(s) or services at the price(s) and terms stated subject to all instructions, conditions, specifications addenda, legal advertisement, and conditions contained in the bid/proposal. I have read all attachments including the specifications and fully understand what is required. By submitting this signed proposal, I will accept a contract if approved by the City and such acceptance covers all terms, conditions, and specifications of this bid/proposal. The below signatory also hereby agrees, by virtue of submitting or attempting to submit a response, that in no event shall the City's liability for respondent's direct, indirect, incidental, consequential, special or exemplary damages, expenses, or lost profits arising out of this competitive solicitation process, including but not limited to public advertisement, bid conferences, site visits, evaluations, oral presentations, or award proceedings exceed the amount of Five Hundred Dollars (\$500.00). This limitation shall not apply to claims arising under any provision of indemnification or the City's protest ordinance contained in this competitive solicitation.

Submitted by:

Anthony Garcia

Name (printed)

10/2/2025

Date



Signature

Principal

Title



CITY OF FORT LAUDERDALE

**SWORN STATEMENT PURSUANT TO SECTION 287.087, FLORIDA
STATUTES, ON PREFERENCE TO BUSINESS WITH
DRUG-FREE WORK PLACE PROGRAMS**

I certify that I have established a Drug Free Work Place program and have complied with the following

- a. Published and distributed to each employee a statement notifying employees that the unlawful manufacture, distribution, dispensing, possession, or use of a controlled substance is prohibited in the workplace and specifying the actions that will be taken against employees for violations of such prohibitions.
- b. Required all new employees to undergo laboratory testing as a condition of employment and will require all employees, as a condition of their continued employment, to undergo laboratory testing to detect illegal drug or alcohol use according to Florida Statutes 440.101 and 440.102.
- c. Ensured that applicants with a confirmed positive drug or alcohol screening test result are not considered for employment.
- d. Have tested employees when reasonably suspected of illegal drug or alcohol use.
- e. Ensured that any employee refusing to take a drug or alcohol screening test in violation of the Drug Free Work Place Policy is subject to dismissal for failure to abide by the provisions of the Policy.
- f. Informed employees about the dangers of drug abuse in the workplace, the business' policy of maintain a drug-free workplace, any available drug counseling, rehabilitation and employee assistance programs and the penalties that may be imposed upon employees for drug abuse violations.
- g. In the statement specified in subparagraph a, notified the employees that, as a condition of their employment, the employee will abide by the terms of the statement and will notify their employer of any conviction of, or plea of guilty or nolo contendere to, any violation of Chapter 893 or of any controlled substance law of the United States of any state, for a violation occurring in the workplace no later than 5 days after such conviction.

- h. Have required all employees to sign a copy of this statement of compliance acknowledging their understanding and agreeing to abide with the requirements of the Drug Work Place Policy.
- i. Will impose a sanction on or require the satisfactory participation in a drug abuse assistance or rehabilitation program if such is available in the employee's community by, any employee who is so convicted.
- j. Am making a good faith effort to continue to maintain a Drug Free Work Place through implementation of this document.

BY: *Anthony Garcia* DATE: 9/23/2025
 NAME (Printed) Anthony Garcia TITLE: Principal

COMPANY NAME: The Street Plans Collaborative, Inc.




AFFIDAVIT OF COMPLIANCE WITH FOREIGN ENTITY LAWS
(Florida Statute- §287.138, 692.201, 692.202, 692.203, and 692.204)

The undersigned, on behalf of the entity listed below ("Entity"), hereby attests under penalty of perjury as follows:

1. Entity is not owned by the government of a foreign country of concern as defined in Section 287.138, Florida Statutes. (Source:§ 287.138(2)(a), Florida Statutes)
2. The government of a foreign country of concern does not have a controlling interest in Entity. (Source:§ 287.138(2)(b), Florida Statutes)
3. Entity is not organized under the laws of, and does not have a principal place of business in, a foreign country of concern. (Source: § 287.138(2)(c), Florida Statutes)
4. Entity is not owned or controlled by the government of a foreign country of concern, as defined in Section 692.201, Florida Statutes. (Source:§ 288.007(2), Florida Statutes)
5. Entity is not a partnership, association, corporation, organization, or other combination of persons organized under the laws of or having its principal place of business in a foreign country of concern, as defined in Section 692.201, Florida Statutes, or a subsidiary of such entity. (Source: § 288.007(2), Florida Statutes)
6. Entity is not a foreign principal, as defined in Section 692.201, Florida Statutes. (Source: § 692.202(5)(a)(I), Florida Statutes)
7. Entity is in compliance with all applicable requirements of Sections 692.202, 692.203, and 692.204, Florida Statutes.
8. **(Only applicable if purchasing real property)** Entity is not a foreign principal prohibited from purchasing the subject real property. Entity is either (a) not a person or entity described in Section 692.204(1)(a), Florida Statutes, or (b) authorized under Section 692.204(2), Florida Statutes, to purchase the subject property. Entity is in compliance with the requirements of Section 692.204, Florida Statutes. (Source:§§ 692.203(6)(a), 692.204(6)(a), Florida Statutes)
9. The undersigned is authorized to execute this affidavit on behalf of Entity.

Name: Anthony Garcia Title: Principal Entity: The Street Plans Collaborative, Inc.

Signature:  Date: 9/23/2025

NOTARY PUBLIC ACKNOWLEDGEMENT SECTION

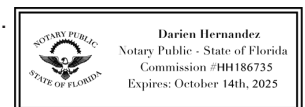
STATE OF FLORIDA
COUNTY OF PALM BEACH

The foregoing instrument was acknowledged before me, by means of physical presence or online notarization, this 23rd day of September 2025, by Anthony Garcia, as Principal for The Street Plans Collaborative, Inc., who is

personally known to me or who has produced FL DL as identification.

Notary Public Signature: 
Print Name: Darien Hernandez

(Notary Seal)



My commission expires: 10/14/2025